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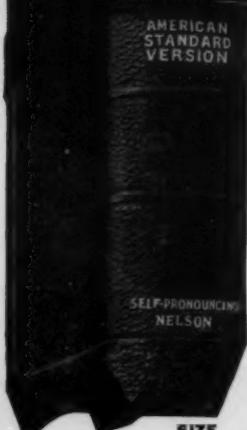
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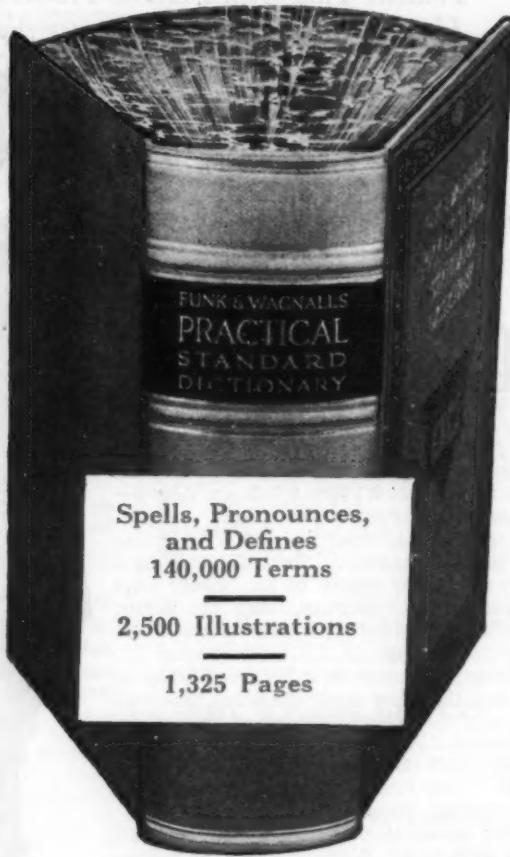
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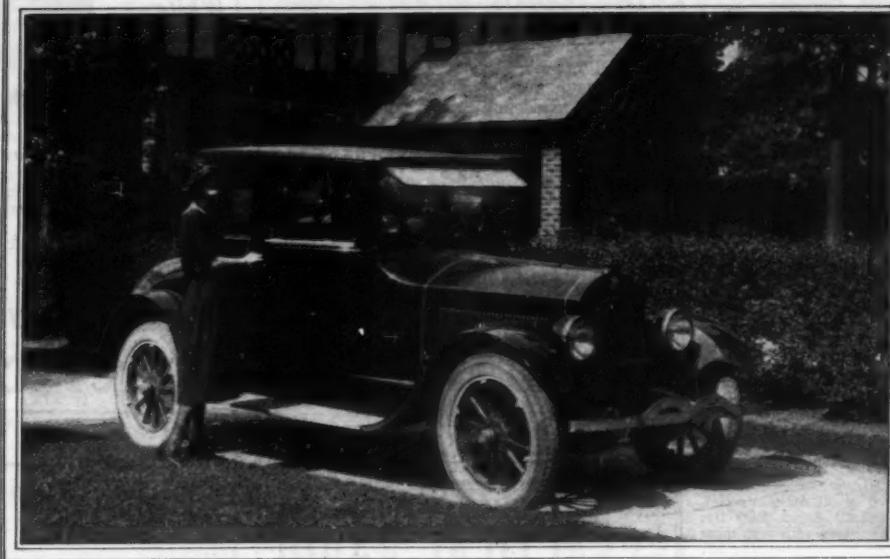
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# THE LITERARY DIGEST

**PUBLIC OPINION** (New York) combined with **THE LITERARY DIGEST**

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### Whole Number 1700

# TOPICS - OF - THE - DAY

(Title registered in U. S. Patent Office for use in this publication and on moving picture film)

## THE DEMOCRATIC TIDAL WAVE

A black and white portrait of a man, likely a political figure, looking slightly to the right. Below the portrait is a musical score with the title "The Sidewalks" and a caption about the election of a Governor.

Mississippi." The *Omaha Bee* (Rep.) can see no condemnation of the Administration in Nebraska, where the Republican Senator Howell will succeed the Democratic Senator Hitchcock, nor can the *Cincinnati Times-Star* (Rep.) see any in Ohio, where Atlee

Pomerene, Democrat, will be succeeded in the United States Senate by Simeon D. Fess, Republican. The "one bold outstanding fact of the elections," as the *Washington Post* sees it, is that President Harding "is more than ever the leader of the Republican party"—

"If the country as a whole had wished to rebuke or repudiate Mr. Harding and his record it could and would have done so. It did not. It voted to keep the Republican party in control of Congress, but with a warning to do better. It did not vote against any one of Mr. Harding's policies, or condemn anything that he is now trying to do."

"If the people had had in mind the elimination of Mr. Harding, it is not conceivable" to this Washington paper so closely in touch with Administration sentiment, "that they would have cut down the most promising of the 'progressive' material which had been groomed for the Republican presidential nomination" in the persons of Miller in New York and Beveridge in Indiana.

But there are Republican papers which can not help agreeing with a vast number of Democrats and independents that the Republican régime has been "distinctly condemned" by the voters of the country. The great

outstanding cause of the Republican setback is that "the Republican party has failed in its stewardship," concludes the *St. Paul Dispatch*, independent with Republican proclivities. It must be, admits the *Pittsburgh Gazette Times* (Rep.), "that



## *“The Sidewalks of New York”*

A musical score page from a piano-vocal score. The top staff shows a treble clef, a key signature of one sharp, and a common time signature. The bottom staff shows a bass clef and a common time signature. The vocal line is in the middle of the page. The lyrics are: "East - side, West - side, all a - round the town, The". The piano accompaniment consists of a series of eighth-note chords in the treble and bass staves.

**GOVERNOR-ELECT ALFRED E. SMITH**

Who is thus hailed in his campaign advertisements as a "New York boy" who "fought his way from Oliver Street straight up Broadway to Albany" and who is expected by many Democrats to continue on to the White House. He was elected Governor by a record majority of nearly 400,000 votes.

the Republican party has failed in some respect." Certain respects in which it has failed are very plainly pointed out by the always stanchly Republican *Boston Transcript*:

"The party in power has neglected its opportunities, faltered in the face of grave and pressing problems, played fast and loose



THE MORNING AFTER THE FIRE.

—Kirby in the New York World.

with the veterans of the Great War, goose-stept before organized bands of noisy minorities, honey-fugled the pacifists, enacted a tariff bill that, as we have repeatedly said, is 'a disgrace to the Republican party and a menace to the nation,' insulted the intelligence and inflamed the passion of the electorate in many parts of the country by appointments to office that are indefensible on any score—for an example, E. Mont Reily as Governor of Porto Rico, and a whole tribe of political swindlers south of the Mason and Dixon line.

"Nothing but good should come from the wigging the people have given the party in power. It was not only deserved but timely. If the warning it involves is heeded during the next two years, the Republicans may win in 1924. If it is not, the party deserves nothing short of country-wide defeat."

Half-way across the continent the *Kansas City Star*, representative of the Progressive Republicans of the West, agrees that the outcome of the election "is a warning to the party in power." It says:

"If the Administration fails to formulate a constructive program and to put it forward with sufficient force and plausibility to win it support, the warning will have been wasted. A policy of drift won't do. A policy of weak personal appointments won't do. A policy simply of formulating a good program alone won't do.

"The Administration must dress itself up with appointments of the highest class. It must propose a constructive program, particularly on taxation. And it must put sufficient driving power behind the program to sell it to the country. It still has two years for action. There is no time to waste.

"Unless he warning of yesterday is heeded, this will be a one-term Administration."

"Nationally the election is a terrific rebuke to Old Guard Republicanism," declares the independent *St. Louis Star*. The election, says the *New York Evening Post* (Ind.), was a rebuke "to the normaley which came dangerously nearly degenerating into reaction." Discontents of various kinds merged "into the general verdict that there has been insufficient courage

and vision at Washington." These discontents could have been minimized, perhaps swept away, "if the country had been offered positive leadership toward a great ideal. That ideal was not forthcoming, and the Republican party paid the price."

When we turn to Democratic editors we naturally find them no less certain of the popular condemnation of the party in power. "In 1920 the people elected the Republicans on their promises; in 1922 they repudiated the Republicans on their performances," is the way the *Memphis Commercial Appeal* (Dem.) sums it all up. "Public opinion is running against the Administration," says ex-Governor Cox's *Dayton News* (Dem.). The *Baltimore Sun* (Dem.) sees the Administration rebuked, "if not utterly discredited." The *New York World* can see "no bright spots for the President in any of the returns." In the opinion of the *Louisville Times* (Dem.) the voters of the United States took on election day "the first opportunity afforded them to denounce the national Administration and to imply that they will not reelect Mr. Harding should he be a candidate in 1924." The results of last week's election, joyfully concludes the *Springfield Illinois State Register* (Dem.), "point the way to Democratic victory in the Presidential election in 1924, and popular Al Smith, who has electrified the nation by his triumph in New York, looms big against the political horizon as a Presidential possibility."

When it comes to evaluating the chief causes of discontent with Republican handling of affairs in Washington, we find first place given to the Fordney-McCumber tariff by Democratic and independent editors. "The predatory tariff," declares the *New York Globe* (Ind.), has received "a salutary rebuke." "The Republican party broke its leg over the tariff stone in 1890 and



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SHAKING THE OLD PERSIMMON TREE.

—Darling in the New York Tribune.

again in 1910, but that remembrance did not deter it from going through the same stupid performance in 1922," says the *New York Times* (Dem.). The men who forced tariff revision "were deaf and blind to the teaching of recent history," agrees the *Indianapolis News* (Ind.). The *Wall Street Journal* condemns

the tariff now in force as "one of the most selfish, short-sighted and extravagant laws of the kind ever enacted"—

"It is selfish because it confers not protection but monopoly. It is short-sighted because it utterly fails to take into account that we are a creditor nation now while we were a debtor nation when the last tariff was enacted. It is extravagant because it plays



ducks and drakes with taxation, and no one can foretell whether we shall really collect the estimated average of twenty-five per cent. more than we did under the Payne-Aldrich tariff, while we are already beginning to feel the depressing effects upon our exports of the defiant refusal to encourage a trade development so desperately needed in Europe."

The Republican party's worst sin of commission, declares the Atlanta *Constitution* (Dem.), was the enactment of "an arbitrary high tariff law that strikes at the very hearthstone of the masses." And the New York *World*, which considered the tariff the paramount issue of the campaign, says:

"When the Republican House and the Republican Senate, with the approval of President Harding, enacted the Fordney-McCumber Tariff Law they licensed an organized class of favored producers to prey upon the American people for an indefinite period. They promised and granted them the privilege of taxing for their own enrichment millions of consumers. It was as good as written in the woolen, cotton, sugar, glove, steel, drug and chemical and other Fordney-McCumber tariff schedules that the special interests receiving 'protection' from the Republican party were to be allowed to boost prices for whatever they produced. They have acted on that understanding. Prices of necessities, of meats, woolens and daily commodities all along the line, have been raised and are to be raised higher as 'prosperity' returns to special privilege."

But while the tariff played an enormous part in the result of last week's voting, it seems to the Louisville *Post* (Ind.) that the tremendous cut in Senator Lodge's majority in Massachusetts furnishes "proof conclusive that even in Massachusetts the people are preparing to repudiate a foreign policy which draws its inspiration from the interrogation, 'What do we care about Europe?'" The New York *Journal of Commerce* agrees that the most positive feature of policy in the campaign was that of foreign relations:

"The positive, even if now somewhat obsolete, program put forward by former President Wilson, it is safe to say, has in principle more followers to-day than it ever had before. To that extent, the balloting may be regarded as having had a positive object."

On the other hand, so experienced a political observer as Mark Sullivan thinks that the policy of isolation "has gained measurable support in the election." He emphasizes in one of his dispatches to the New York *Evening Post*, the election in Missouri of Reed who was anti-League and anti-Wilson, and the defeat in Nebraska of "Hitchcock, who was Wilson's friend and who in behalf of Wilson was in charge of the fight in the Senate for the League of Nations." The one thing that last week's Democratic landslide was not, in the opinion of the New York *Tribune* (Rep.) was a "return to Wilsonism." Senator Lodge barely squeezed through in Massachusetts, "but the man who came so near to beating him was an anti-Wilson, anti-League Democrat." This Republican paper can see no reason for any smiles on the face of ex-President Wilson, for the election "brought to the fore as new possibilities for party honors and leadership no close followers of the last Administration. There is no Wilson stamp on these outstanding 1922 Democrats: Alfred E. Smith, Edward I. Edwards, James A. Reed, Woodbridge N. Ferris and Samuel M. Ralston."

While the Republicans sustained losses in the election, the Milwaukee *Journal* (Ind.) can not see that the Democrats made any conclusive gains. Indeed, it is forced to conclude that "if one looks for the real gains, he finds them going to the Radicals." The New York *Sun* notes that in last week's balloting,

"Where Democrats of radical tendencies have faced conservative Republicans, they have either beaten them or cut down the previous majorities. Where radical Republicans have faced conservative Democrats, they have accomplished the same things. Party names have failed to determine the vote. Voters with radical sympathies have lined up with the radical candidates almost as generally as they might have if there had existed a great radical party. It has happened in East and in West. The radicalism that has come into evidence in this election exceeds sectional bounds. It has eaten into the very fiber of both the old parties."

The New York *Herald* points out that in the Senate at least five new independents have been added to the group now includ-



ing Borah, Johnson, La Follette, Norris, and Ladd. With the Republican Senate majority cut to about ten this group could easily block any legislation "fathered by the old-line leaders." A similar group exists in the House, where the Republican majority is cut down to a mere handful.

## BARLEYCORN FIGHTING FOR RESURRECTION

THE WET GAINS in the election last week do not at all dishearten the "dry" leaders, who believe that no relaxation of the Prohibition laws is likely to result. Despite the claims of the "wets," declares Wayne B. Wheeler, general counsel of the Anti-Saloon League, "the House majority will not be materially changed" and "there will be more friends of Prohibition and its enforcement in the next United States Senate than in this." The brewers, he adds, "will never muster 150 votes in the House on any roll-call for a beer and wine amendment to the National Prohibition Act." William H. Anderson, New York State Superintendent of the Anti-Saloon League, explains defeat in New York in part as a rebuke to that party for laxity in enforcing the Prohibition law; and he points to "the election in Pennsylvania of an avowed enforcement progressive Republican Governor, the election in Ohio of a 'dry' Republican Senator over the very popular 'wet' Democratic incumbent, and the nomination in Indiana of avowed enforcement candidates for the Senate by both parties." The "wet" sentiment registered by a majority of the voters in New Jersey and New York "will not have any effect upon the Federal program for the enforcement of the Volstead Act in these States," local Federal Prohibition officials declare. On the contrary, "every effort will be made to make these two States 'bone dry.'"

According to Mark Sullivan, Washington correspondent of the New York *Evening Post*, the demonstration of strength made by the "wets" in the elections was "far less striking than the demonstration of radical or progressive strength." He reminds us also that in spite of the championing of light wines and beer by the Democratic Governors-elect Smith and Edwards, "the Democratic party in practically every Southern State, as well as the bulk of the Western States, is thoroughly 'dry.'" He argues therefore that "in spite of such gains as the wets have made, there will be in the next Congress sufficient 'dry' sentiment from the West and South to defeat any effort to make the country 'wet.'" Editorially *The Evening Post* reaches the same conclusion, pointing to the defeat of a "wet" amendment to the State constitution in Ohio, and to the close vote on an enforcement act in California, where, because of its grape and wine industries, "wet" sentiment is naturally stronger than in other Pacific Coast States. Says *The Post*:

"A limited reaction against the Prohibition amendment was to be expected—and this one seems decidedly limited. It was particularly to be looked for in those States which, like New York, New Jersey, Massachusetts, and California, accepted Prohibition in the first place with great reluctance. The election has shown that throughout the West, the Middle West, and the South generally the 'wet-and-dry' issue was raised in only scattered localities, and where it appeared, as in various districts in Indiana and Iowa, frequently resulted in defeat for 'wet' Com-

gressional candidates. It will require a much clearer, more decisive, and far more widespread protest against Volsteadism before the advocates of light wines and beer can see much hope."

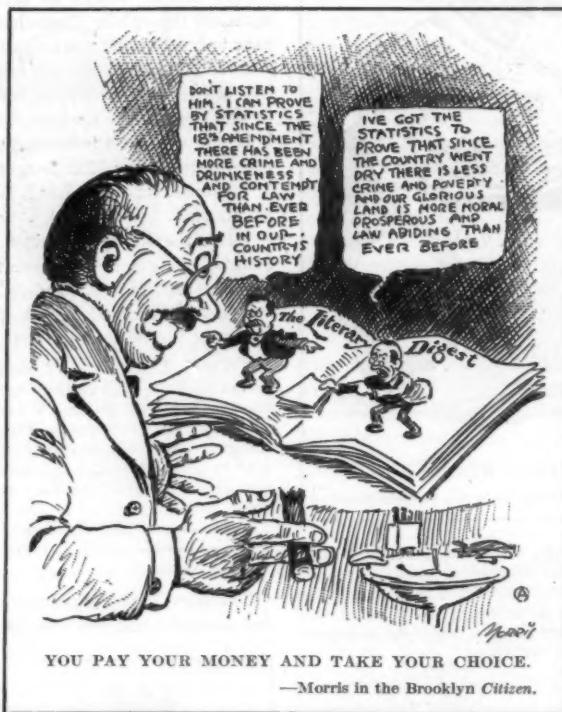
According to the Franklin, Pennsylvania, *News Herald*, a strong advocate of Prohibition, the general result of the "wet" campaigns throughout the country "will not be immediately determinable." It warns its readers also that the "wet" forces will claim anti-Prohibition victories in the election of candidates who have actually given no promises to support the "wet" program.

The *Houston Post* hails the result locally as "a triumph for Prohibition" because "it gives Texas two 'dry' Senators, and sounds the doom of any movement to revive the liquor traffic in Texas." The Prohibition Amendment "will remain in the Constitution, no legislation permitting the sale of intoxicants will pass Congress, and no such legislation could stand an appeal to the courts," declares the *Raleigh News and Observer*, which goes on to say:

"The West and South have not changed and will stand by national Prohibition enforcement. A majority of both parties in the big Eastern cities favor light wine and beer, but that is an advance towards temperance, for they were against national Prohibition in 1916. But there is a large majority against any change. In Eastern States those that have no large cities stand for Prohibition. We shall see continued agitation for reversal of the Prohibition Constitutional Amendment. But the election this year

does not add anything to that agitation."

The claims of the "wets" to have carried certain advance trenches in the political battle-field are based chiefly on the results in New Jersey, Massachusetts, and Illinois. In New Jersey, Governor Edward I. Edwards, in his successful campaign for the United States Senate, made opposition to the Volstead Act the principal plank in his platform. He won by a margin of more than 80,000 votes. In Massachusetts a Prohibition referendum, designed to create State machinery that could make enforcement of the Volstead Act more effective, was defeated by a margin of more than 100,000 votes. In Illinois the voters declared 3 to 1 for the legalization of wine and beer. In several other States the "wets" claim substantial victories. As already noted, Governor-elect Smith's sensational victory in New York was won on a Democratic State platform in which there is a light-wines-and-beer plank. In Missouri, Senator James A. Reed, who has been an open foe of Prohibition, was reelected, according to the *St. Louis Star*, by "pro-German and anti-Prohibition sentiment." In Maryland, Congressman John Philip Hill (Dem.), "the most outspoken 'wet' in the House," was reelected in a district normally Republican. The wets also attach significance to the defeat in Minnesota of Andrew J. Volstead, father of the enforcement act, despite the fact that his successful opponent, the Rev. O. J. Kvale, describes himself as "drier than Volstead." Volstead's probable successor as chairman of the House Judiciary Committee, where enforcement laws are drafted, is George S. Graham of Pennsylvania, who "is regarded as in favor of a liberalization of the Prohibition law



YOU PAY YOUR MONEY AND TAKE YOUR CHOICE.

—Morris in the *Brooklyn Citizen*.



CAN'T STAND UP!

—Alley in the Memphis *Commercial Appeal*.

BUT HE SLIPT BACK IN.

—Knott in the Dallas *News*.

## OPPOSITE VIEWS OF ALCOHOLIC POSSIBILITIES IN POLITICS.

to destroy wholesale bootlegging." The "wets" further claim, through the Association Against the Prohibition Amendment, that at least 155 of their candidates have been elected to the House of Representatives.

That the New Jersey election was a clean-cut "wet" victory seems to be the opinion of representative journals in the State. "The voters heard Mr. Edwards and Mr. Silzer say they stood for a change in the Prohibition laws, and they voted for them on that ground," is the way the Newark *Star Eagle* puts it. There is no question, agrees *The News* of the same city, "that New Jersey is unreconciled to Prohibition." And a reason is given—

"Prohibition philosophy and Anti-Saloon League methods, as well as the obvious hypocrisies of the attempt to force the sumptuary law in New Jersey, have produced a deep reaction. New Jersey is noted for its tradition of strong individualism, and it has gone against being dominated by the Anti-Saloon League."

In another New Jersey city, the Paterson *Press-Guardian* calls the election "an evidence of resentment against the kind of prohibition that the country is experiencing." And it advises "all advocates of sane prohibition to listen to and to try to define the true meaning of the voice of the people as expressed at the polls."

In New York State the Buffalo *Express* notes "considerable encouragement for the 'wets.'" The New York *Tribune* says the Prohibition issue "entered with a crash into the State election." And *The Wall Street Journal* observes: "It is clear that the densely populated and under-represented cities resent the dictation of the over-represented rural districts in the matter of their personal freedom as to what they eat and drink." Similarly the Buffalo *Times* sees in the election proof that "the public is worn out and exasperated by the ever-increasing oppressions, costs and burdens of 'bone-dry' Prohibition."

"No Volsteadizing Here," runs the title of an editorial in which the Springfield (Mass.) *Union* explains that the defeat, by referendum, of a State "dry" enforcement law "leaves no room to doubt where Massachusetts stands on this question."

"Illinois ordered beer Tuesday with a thump on the mahogany that almost broke all the glasses in the State," comments *The*

*Illinois Register* (Springfield) on the 3-to-1 vote for light wines, and the *Chicago Tribune* is moved to conclude that—

"The country does not like the saddle of the Prohibitionist. A moral question has a wrong political bent. We hope that the old American saloon never will regain a foothold, but intelligence seeks a sound social ground somewhere between debauchery and intolerance, and surely it can be found. The vote indicates a search for it."

The large majorities rolled up for "wet" candidates in New Jersey and New York show, according to the *Washington Post*, that "contrary to the expectations of many," the woman's vote ran "largely against 'bone-dry' Prohibition."

In last week's election "the voters of the United States express dissatisfaction with the drastic terms of Prohibition enforcement, but did not directly call for a repeal of the Amendment itself," so the *Louisville Times* reasons. The same distinction is made by the *Atlanta Constitution*, which says:

"The results of Tuesday's election undoubtedly showed that there is desired a liberal and constructive interpretation of the act enforcing the Eighteenth Amendment, or a new act on sounder principles—that shall rob it of fanaticism, and revolution, and place its enforcement along sane and reasonable lines."

At all events "the 'wet' issue, which Prohibition spokesmen have so often declared to be dead, is now demonstrated to be growing in vitality and strength," avers the *Baltimore Sun*, which is convinced that "no sensible observer will make any mistake about that." "The beginning of a national issue can be discerned in respect to Prohibition," declares the *Norfolk Virginian-Pilot*, noting that "in those States where the authorities have had the hardihood to make wine and beer an issue, the people have either voted overwhelmingly 'wet,' or rendered a divided verdict." This, it adds, justifies the belief that "the question of modifying the Volstead Act is destined for an important rôle in the political and legislative drama of the future." "At last it has been indisputably proven that Prohibition is an issue," ironically remarks the French *Courrier des Etats-Unis* (New York).

## TEN THOUSAND AUTOMOBILE DEATHS

**R**ECKLESSNESS, INTOXICATION, a mania for speed, and incompetence among licensed motorists are some of the reasons given by the Providence *Bulletin*, Syracuse *Post-Standard*, Columbus *Ohio State Journal*, and Washington *Herald* for the 10,168 deaths caused in 34 States by four-wheeled motor vehicles in 1921. How many deaths occurred in the other fourteen States may be left to the imagination. And a large proportion of these deaths were among children, observes the *New York Evening Mail*, which notes that at the present rate "the country will lose through automobile accidents in the next four or five years as many persons as it lost on the field of battle during the World War." The latest accident figures, which are furnished by the Census Bureau, indicate an increase of 1,065 deaths over 1920, and an increase of 28 per cent. since 1917, while the number of cars in use increased 157 per cent. This latter figure indicates to the *St. Paul Dispatch* that "a greater degree of safety has been attained." Nevertheless, maintains the *Philadelphia Public Ledger*, "the increasing number of automobile accidents constitutes one of the gravest problems of our modern life." "Day after day the jugernauts take their toll," remarks the *Buffalo News*, "and the general public seems to take it as a matter of course that it should be so." One of the worst features of the shocking record, says this paper, is that—

"In the cities the children are the chief sufferers. In crowded sections where streets offer about the only playground, mothers must be in a state of constant terror. Whose child will be next? Drivers are seldom held to blame for running down a child in the street. In the great majority of cases they perhaps are legally blameless, yet many may be morally so. Children are careless. And for that reason motorists should be doubly careful when they are driving in streets of congested sections—careful for themselves and for the children."

"Were our Army to lose over 10,000 men a year in battle, the 'horrors of war' would be on our minds constantly, and we should demand that it be stopt," declares the *Pittsburgh Gazette-Times*, "but the automobiles pick off one, or two, or three at a time, and we take little note of them." "And yet," points out the *Newark Sunday Call*, "those killed are just as dead, and their loss causes just as much anguish and misery as tho all had perished together." The fact remains, avers the *New York Globe*, that "these fatal accidents are a challenge to the decency and the sanity of the United States." Continues *The Globe*:

"The motor has become the most violent menace to human life. The loss last year was greater than that of the Spanish-American War. The motor car has become one of the most important causes of human destruction. It rivals dread diseases. Already it takes a heavier toll than do such scourges as malaria, scarlet fever, rheumatism, diabetes, or appendicitis."

"We are rapidly retrogressing to the state when no man, woman, or child was safe on the thoroughfare by night or by day," asserts the *Buffalo Express*, and the Census Bureau

figures seem to bear out this statement. For the total deaths in those States highest on the list, regardless of the density of population, are as follows:

New York.....	1,632	Massachusetts.....	523
Pennsylvania.....	1,000	New Jersey.....	484
Illinois.....	887	Michigan.....	441
California.....	876	Missouri.....	276
Ohio.....	734	Indiana.....	266

"Penalties for reckless and incompetent driving are in general inadequate," maintains the *Richmond News-Leader*, which is sure that "prison terms for those motorists whose recklessness costs the life of pedestrians would cure this mortality." In the cities, we are told, the mortality rate is very high. The total deaths in the cities highest in the list is thus given by the Census Bureau:

New York City.....	885
Chicago.....	569
Philadelphia.....	190
Los Angeles.....	165
Cleveland.....	148
Detroit.....	133
St. Louis.....	119
Pittsburgh.....	107
Boston.....	103
Baltimore.....	100

"What is going to be done about it all?" asks the *Philadelphia Public Ledger*. The *Brooklyn Citizen* suggests that "it might be well to apply to the speed maniacs the rule which applies to burglars and highwaymen, under which the killing of any person when incidental to the commission of a robbery becomes murder in the eyes of the law." As *The Ledger* goes on:

"Is it nothing that the nation pays so frightful an annual toll in blood and human lives as the price of its progress in mobile transportation? The conditions confronting the Nation are twofold: the existence of arteries of travel never intended for and utterly unsuited to the uses to which they are being put, and the presence on those highways of high-powered and speedy vehicles driven by persons in many cases untrained in the performance of a difficult and responsible task."

"If the railway tracks of the country were open under like conditions to any one able to command the use of a locomotive, it is easy to imagine the consequences. Yet the parallel is not overdrawn when it is pointed out that that is precisely what is being done with the streets of our cities and the roads throughout the land. The problem is rapidly becoming a national one."

Another suggests that "Safety Week" be made 365 days long, and the *Washington Post* urges pedestrians to do their part by refraining from "jay-walking." Finally, says the *Providence Journal*, "while children do unexpected things when playing in the highways, it does not follow that motor-car drivers are without responsibility." In *The Journal's* opinion—

"It is their duty to go slowly and keep their cars under control wherever there are children; it should be understood that six-year-old boys and girls are always liable to dart from the sidewalk without looking for approaching vehicles, and that the man at the wheel should be ready at all times for an emergency stop. On the other hand, parents should be called upon to teach the children how to escape the perils of the street. All concerned should work together to lower the death record."

"Every life saved is a decided gain for the community; aside from the humanitarian side of the question the material benefits of conservation of child-life are worth more than the cost of open spaces where children can play without fear of being run down. Civic organizations should spare neither time nor effort in finding a solution of the problem of saving young boys and girls from death on the public roads."



—Westerman in the Columbus *Ohio State Journal*.

## TURKISH FANATICISM "GONE WILD"

**T**HE MOST DEFINITE MENACE to the peace of the world," in the estimation of Lord Curzon, England's Secretary for Foreign Affairs, is the defiant attitude of Mustafa Kemal's Turkish Nationalist Government toward the western Powers of Europe. In fact, he declares, "the policy of the Turks is nationalism gone wild and is almost suicidal in its character." If the seizure of Constantinople and the demand that the Allied warships withdraw from the Bosphorus and the Dardanelles was a "clumsy attempt to test the union of the Allies," as the New York *World* thinks, the Turkish leader soon learned that there was absolute accord between the Allied generals and high commissioners at Constantinople, and that they were possessed of extraordinary authority. "The fanatic activities of the Nationalists," in the opinion of the New York *Tribune*'s Paris correspondent, after a glimpse at confidential reports received in military and diplomatic quarters, "are due to the influence of the Bolsheviks over the extremists in the Angora Assembly, who are now in control of that body." "It is almost certain that an understanding exists between Moscow, the Bulgarian Government, and the Turkish Nationalists," continues this correspondent, who is informed that Mustafa Kemal is no longer master of the situation, but is being pushed on by the fanatical extremists and Bolsheviks, who even suspect him of moderation.

Heretofore, one editor reminds us, it has been Turkey's habit to divide the Allies against themselves; "to get while the getting was good," as the Springfield *Union* puts it. But the Constantinople incident, with Kemal's "preposterous and insulting demands," to quote *The Union* again, appears not only to have brought accord between Great Britain and France, but also between the new Government of Italy and these two nations. Said Lord Curzon a few days after the Nationalists assumed control of the Government at Constantinople:

"The Nationalists, flushed with victory over the Greeks, have run riot during the last few days. They have deposed the Sultan and abolished the temporal power of the Caliph. They are banishing non-Nationalist Turks, which is an almost suicidal policy."

"The Nationalist Party has assumed the Government of Constantinople and has called upon the Allied forces to withdraw from the Bosphorus, the Sea of Marmora and the Dardanelles. They have abolished the capitulations and mixed courts, abolished the national debt and repudiated the national obligations. These pretensions can not be tolerated. They have no conceivable justification. They are an affront to the Allies and a challenge to Europe. Turkey must learn that there is a limit even to the concessions which we can make to her, and that we can not purchase peace at the cost of humiliation or disgrace. Turkey must realize that the strength of Britain and the might of Europe are a rock against which she will hurl herself in vain."

In making these demands, "the Nationalists misinterpreted the temper of Europe," thinks the New York *Herald*, which goes on to explain in considerable detail:

"Kemal and his advisers apparently timed their maneuver

well. Italy had come under the new Mussolini Government and was deeply concerned in its own internal affairs, with no foreign policy as yet clearly defined. Great Britain was in the throes of an intense general election contest which had been largely precipitated by the Near East controversy, and the whole question required the utmost resources of skill and diplomacy in its handling. At the same time the Kemalists adroitly injected into the situation the action of their Assembly at Angora, by which they did away with the Sultanate and made the Caliphate an elective office. They thus came to the Straits in the name of a new State with all past agreements and treaties, by their own representatives, entirely wiped out.

"In October Kemal's representative signed the Treaty at Mudania agreeing to an Allied occupation of the Turkish Straits and a specifically defined neutral zone and the cessation of aggressive action.

the whole question of the Near East to be settled by a European conference. Flushed by his success as a military leader and his power over his own people, Kemal has defiantly torn up this Treaty and with the arrogance of a conqueror asks that Constantinople and the Turkish Straits be turned over to his immediate control.

"There is perhaps no doubt that Kemal will eventually be permitted to enter Constantinople. But what the Allies ask is that he shall not force his way in as a conqueror and go to the Near East conference with the occupation an accomplished fact.

"The world has reason to hope that when the Turk returns to Europe his rule may be deprived of some of its power to spread ruin and misery. It can not believe that this will result if a Turk, triumphant and secure in the occupation of Constantinople, goes to the conference."

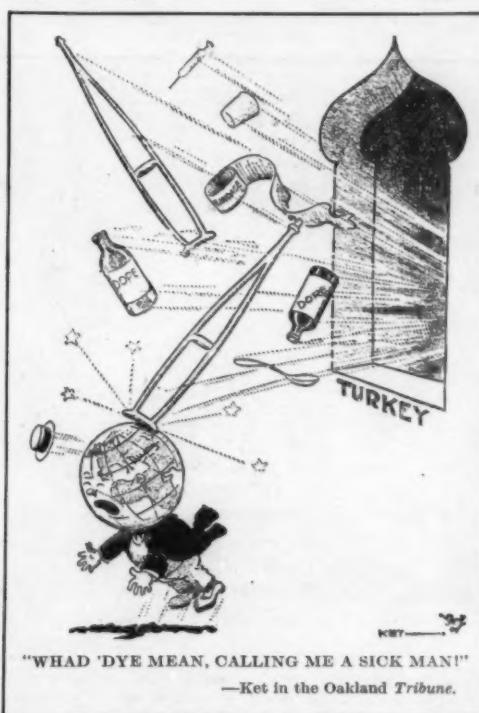
"Mustafa Kemal's apparent object is to have as many *faits accomplis* under his belt as possible before the Lausanne Conference," thinks the Baltimore *Evening Sun*. "With the prestige of great military success, he naturally wants a solid front in his delegation to Lausanne," concludes the Boston *Globe*.

He was given Thrace and he has taken Smyrna, observes the Philadelphia *Public Ledger*, and in the opinion of several observers the subsequent actions of the Turkish Nationalists are only what might have been expected. Says *The Christian Science Monitor*, for instance:

"The Turk has done what any intelligent observer might have known he would do, what all history has shown him doing, namely, taken advantage of the dissensions among the western Powers to reestablish himself in the East. For this situation France is terribly to blame. Its countenance and support, its supplies of money and munitions of war, its antagonism, at first covert and then open and violent, to the British policy, has resulted in the reestablishment of the Turk, and the recreation of the Eastern problem in a form possibly more virulent than has ever before confronted Europe. . . .

"The Lausanne Conference, the deferred in order that the western Powers may determine upon a policy, does not promise great results, for Kemal will appear there by representatives as in virtual possession of the territory, the right to which is to be adjudicated, and in a position to say that what is not given to him he will take.

"It will be interesting, altho not satisfying, to study the attitude of the delegates there from France, representing a government largely responsible for the Turkish triumph, and those from the British Ministry which overthrew Lloyd George because of his efforts to avert that calamity."



"WHAD 'DYE MEAN, CALLING ME A SICK MAN!"  
—Ket in the Oakland Tribune.

## MENACE OF THE "LEGAL FIRE-TRAP"

THE "FIRE-TRAP that complies with the law" is an anomaly that should not be permitted to exist, comments a Pennsylvania editor, expressing a widely held judgment on recent factory-fire fatalities in New York City. Recalling the "Triangle" fire of March 25, 1911, the New York *Daily News* predicts that "when the flaming banner of another disastrous fire startles the country another influx of laws and enforcement will come, and another upward step will be taken." "But," it asks, "why do lives of men and girls have to be sacrificed for every step forward in the fire laws?"

Dr. George M. Price, who heads the Joint Board of Sanitary Control, which has been including fire protection in its welfare work representing both employers and workers in the women's clothing industry, describes the existing situation as follows in the *New York Call*:

"For several years after the Asch Building 'Triangle' fire there was a tendency among the legislators at Albany to pass salutary laws for fire protection in factories. This, however, has been lacking during the last five or six years, so that with the inadequacy of laws and improper enforcement the worker may be said literally to take his life in his hands every time he goes into the factory to work."

"We have always reiterated that under present conditions the repetition of a catastrophe similar to the Asch 'Triangle' fire is not impossible, but highly probable."

"The existence of 'legal fire-trap shops' in this city can not be denied," says Dr. Price, adding that his investigations show "a great laxity" in the enforcement of the laws now on the books. For instance, only 260 of 1,194 factory buildings recently examined met all requirements. The investigators discovered:

"The existence of 130 buildings with stairways not properly inclosed or enclosed by wooden partitions.

"No fire-alarm systems in 608 buildings.

"Practically no fire drills at all conducted in any of the shops or the buildings, except those under the jurisdiction of the Joint Board of Sanitary Control."

One of the recent fires that has revived discussion of the adequacy of the fire laws was in a factory on 13th Street, Brooklyn, where one worker was killed and eight seriously injured; another was on 13th Street, Manhattan, where four women were killed, and six others and a man injured. One of Dr. Price's reports, quoted in the *New York World*, thus described the Manhattan factory:

"Three-story, basement; 25 feet wide; no fire-alarm; no automatic sprinkler; one stairway of wood, 2 feet 8½ inches wide; no inclosures of the stairway."

But the city fire authorities said there was no failure to comply with the fire laws. Which led the *New York Globe* to remark the day after the fire:

"There is wide-spread carelessness throughout this very inflammable district, and in one case in a hundred or a thousand

disaster results. The problem is to make ninety-nine or nine hundred and ninety-nine owners take precautions in order that the hundredth or thousandth may escape such a calamity as yesterday's."

"The fire regulations do not seem to have forbidden the keeping of the manufactured celluloid articles in which the blaze started. If this is the case the regulations need to be overhauled, for celluloid in large quantities is not much safer than gunpowder."

And after the District Attorney had investigated the Brooklyn factory fire, he said, as reported in the press:

"There is no doubt that the building in its antiquated construction was a fire-trap, but as far as we have been able to learn all fire regulations have been complied with. This fire tends to give rise to the belief that the most stringent laws can not relieve an imminent fire hazard and make the old wooden structures safe places of employment for large numbers of people."

Whereupon the Pittsburgh *Gazette-Times* rises to remark:

"From other comments by the District Attorney, it is gathered that under the laws of New York, statutes intended to afford protection to life fall far short. An employer can put his help in imminent danger without interference from the authorities if he has provided them with a place to run. The factory building may be a tinder-box that would burn so rapidly, once it caught fire, that there would be practically no escape for workers in it, but if there are fire-escapes, as required by law, the hazard is legal."

—Macaulay in the *New York World*.

This cartoon, which first appeared eleven years ago, after the "Triangle" factory fire in which 143 women were killed, seems just as appropriate to-day, judging from the tone of newspaper comment on recent New York factory fires.



Obviously, if we are to depend on the laws to make us safe the laws must conform to common-sense principles. Primarily the building should be reasonably safe against the spread of fire within it. All the escapes that can be provided will not avail if fleeing men and women may be overtaken by the flames before they have reached the ground. This is something for New York authorities to consider. But not these alone.

"In how many other cities are there just such fire-traps as the Brooklyn building? A 'fire-trap that complies with the law' is an anomaly that should not be permitted to exist."

In one of a series of indignant editorials on "human sacrifices" in "legal fire-traps" the *New York Call* declares that had the State and city thrown around the victims "even the most primitive protection this holocaust would have been impossible." The Socialist daily says that certain legal safeguards adopted after the "Triangle" horror were later repealed, and adds:

"Legal safeguards cost money. They tend to reduce the income of the real-estate interests and sweatshops. These ghouls pit profits against human lives—they and their political pawns in Albany—and the result is an ever mounting death-toll."

"Modern engineering science can guard against these grisly horrors, but," continues *The Call*, our lawmakers seem willing to "decree that young girls shall go to their death, that grief shall brood over a certain percentage of families, and that charred bodies and bloody pulp shall be carried to the cemeteries as gruesome symbols of what capitalism stands for."



MUSSOLINI'S FASCISTI, WHO HAVE CAPTURED ITALY AND SEIZED THE GOVERNMENT.

"In the name of God and of Italy, in the name of all those who have fallen in battle for the greatness of Italy, I swear to consecrate myself exclusively and unceasingly for Italy's good." This is the oath they took before crossing their Rubicon.

### MUSSOLINI—GARIBALDI OR CÆSAR?

**S**HAKING A FIST from which blood poured down his sleeve and spattered on the upturned faces before him, Benito Mussolini defied the crowd which had sworn to tear him limb from limb. This occurred, according to Arno Dosch-Fleurot, of the New York *World*, when Professor Benito Mussolini, a former editor of the Socialist paper *Avanti*, at Milan, tried to address a mass meeting of Socialists who were opposing Italy's entrance into the war against Germany. For fifteen minutes the crowd howled itself hoarse, while the thick-set, fiery Mussolini howled back, until, in beating his fists on the rostrum, he smashed a glass water-tumbler and cut long gashes in one hairy fist. The sight of the blood streaming down as he gesticulated temporarily silenced the crowd, and gave him an opportunity to hold them spellbound with a torrent of seething invective.

As soon as Italy entered the World War Mussolini left the *Popolo d'Italia*, which he had founded to combat the Socialists, served in the Army, was wounded at the front, and, returning, organized the black-shirted Fascisti to combat the rapid spread of Communism in northern Italy.

"The Ku Klux Klan of Italy" express the general run of press comment on the Fascisti even after their first great success in breaking the general strike of August.

Then, following Facta's resignation and Mussolini's victorious acceptance of the Premiership, came the swarming of the Fascisti on Rome.

As they entered the gate, say the dispatches, each man held up his right hand, palm out, in the old Roman salute. The Associated Press notes how Mussolini in his audience with the King wore over his travel-stained black shirt a Sam Browne belt and a sash of the Fiume colors. He and the King shook hands, and Mussolini said: "I am your Majesty's obedient servant."

Almost from the accession of Mussolini to power, a significant change of attitude has been visible throughout the American press. Papers like

the Chicago *Journal*, Omaha  *Bee*, Cincinnati *Times-Star*, Baltimore *Evening Sun*, Washington *Star*, Providence *Journal*, Cleveland *Plain Dealer* and many others, while still recognizing the terrific difficulties which Mussolini faces, are now beginning to feel that he has at last a sporting chance of establishing a powerful Government. Says the Cincinnati *Times-Star*:

"It should be remembered that the Fascisti are patriots. And out of it all may come a new order in Italy which will carry that historic land to the greatest destiny of which Mazzini and Garibaldi and Cavour dreamed."

The New York *Herald*, perhaps the most favorable of the larger American papers, emphasized another phase of the situation:

"As a soldier Mussolini knew no hours of duty except those which discipline demanded; as a boy in his father's blacksmith shop he arose with the sun. These lessons he applies to his present duties; his Cabinet begins with the hours of the worker and it meets with the promptness of the soldier."

"The real strength of the new Ministry lies in the ability and fearlessness of its strong head and in the honesty and sincerity of its individual members."



STEPT ON.

—Knott in the Dallas *News*.

Perhaps the greater majority of American papers, on the other hand, are still frankly doubtful of the ability of Italy's new régime. Among those which have serious misgivings are the Philadelphia *Public Ledger*, Kansas City *Times*, Dayton *News*, and New York *Times*. Their attitude is to the general effect that with the responsibility of government, the real troubles of the Fascisti are just beginning. These and other papers point out the following dangers:

1. The Fascisti, with only a handful of members in the Chamber of Deputies, must dissolve Parliament and appeal to the electorate if they lose a vote of confidence.

2. The Fascisti have said they will not participate in a general election until the present system of proportional representation (introduced to satisfy the Socialists) is thrown out and a new system inaugurated.

3. They must hold together in their

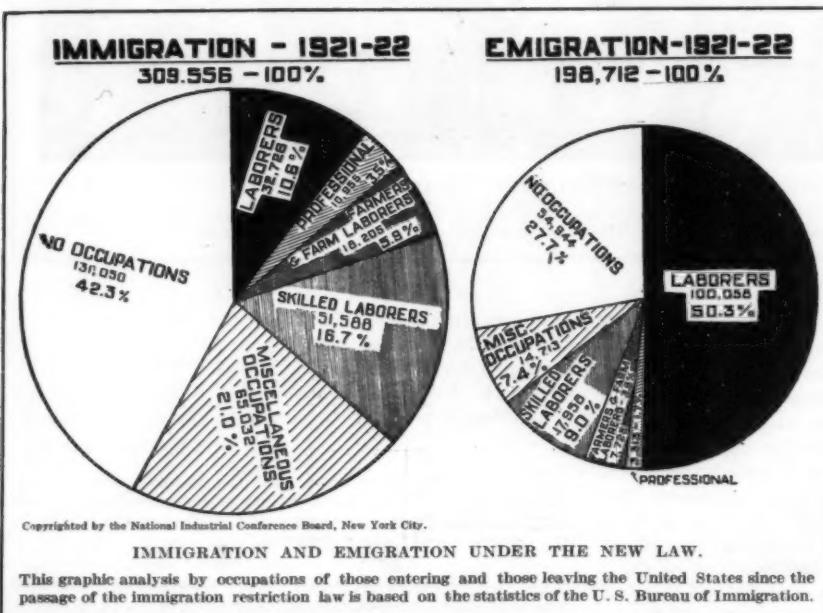
present organization intense Nationalists, Fiume propagandists, labor syndicalists, and peasants who want land.

4. They have virtually promised to attain financial stability by a ruthless cutting down of state expenses and a cutting down of imports.

5. They want the great landed estates to be handed over to the peasants by a process of "harmonization."

6. They are likely to have against them the very shrewd ex-Premier Nitti, who has headed Socialist Governments and who is now supposed to be consulting with Dom Sturzo, the very able Catholic priest, who heads the Populari (Catholic Labor) party.

Perhaps the most serious angle on the whole matter, the



dispute with Jugo-Slavia, is pointed out by the *Washington Post*:

"By the Treaty of Rapallo it was agreed that the dispute between Italy and Jugo-Slavia for the possession of Fiume would be settled by a compromise. It is rumored that the Fascisti have the intention of repudiating the Treaty of Rapallo, regulating the situation in the Adriatic. No relations between governments would be possible if such a flagrant breach of faith by any nation were committed and condoned."

The St. Louis *Star* points out another thing:

"Americans will regret particularly that almost the first prophecy coming from Rome is that the new Government never will ratify the Washington Naval Treaty, because the Fascisti are bent upon keeping Italy unlimited as to naval power. Coupled with the attitude of France, this almost wipes out the prospect of bringing the Treaty into force."

Meanwhile Mussolini is reported to have made vague but reassuring statements about the Rapallo Treaty. He has called on all the foreign Ambassadors, being especially cordial to our own Ambassador, Mr. Childs, and has appointed Baron Romano Avezzano, former representative of Italy in Washington, as Ambassador to the United States. The new Premier is taking steps to sell or lease to private enterprises all the State monopolies on railroads, telegraph, telephone, and other public utilities, which have been costing Italy three million lire a year, besides proposing to do away with the costly Italian Army, substituting for it his Fascisti organization—and the lira on exchange has shot up four or five points. The Pope is reported to have said of the beginning of the new régime: "It is not a revolution, it is merely a change of government."

## THE CRY FOR MORE IMMIGRATION

THE NEW CONGRESS will face as one of its' most vital and pressing problems the question of revising our present immigration law, if newspaper comment may be accepted as a criterion. Already, say manufacturers in many States, the growing shortage of labor is interfering with necessary production. These interests, therefore, call for a "constructive national immigration policy" to replace the present law under which the quota of immigrants from any foreign country is fixt at three per cent. of the total number of the particular nationality in each case resident in the United States, as shown by the 1910 census. For example, 42,000 are permitted to enter annually from Italy, as compared with 220,000 who entered in 1921, and 274,000 in 1913. Secretary of Labor Davis is on record in favor of a liberal revision of the new law, for the country and its industries, he maintains, needs more skilled and unskilled laborers than the present law yields. On the other hand, Representative Johnson (Rep., Washington) Chairman of the House Committee on Immigration, declares that the present quota of three per cent. is too liberal, and that it should be cut to two per cent. The American Federation of Labor, incidentally, is even more anxious than the Congressman from Washington to keep out the laborer from overseas.

A great deal of talk is current to the effect that a "wave of prosperity" is just around the corner. If this is the case, writes the Washington correspondent of the *New York Tribune*, the large employers of labor are wondering where they are going to get their supply of what is ordinarily termed "common labor." The United States Steel Corporation, which recently increased the pay of its employees, found that the virtual shutting off of immigration has seriously reduced the supply of common labor in the steel industry, writes *The Tribune* correspondent, and "this shortage is alarming the great employers of unskilled labor." We read on:

"It is true that a large immigration is still coming into the country, but large employers of labor say a great part of it is unwilling to do the hard work of the steel plants, the copper mines, and smelters, the track work of the railroads and the like."

"The large employers of labor want the present immigration restrictions removed. Big steel companies, big copper-mining and smelting interests, and other great employers of labor are back of this movement. It promises to become powerful, and indications are there will be a sharp clash between the promoters of a liberalized policy of admitting aliens and those who would restrict the influx."

"America has depended on the Old World for unskilled labor ever since negro slaves were first shipped here from the shores of Africa," points out the *Springfield Republican*. But during the past year, we are reminded by the *Louisville Post*, "only 32,728 able-bodied laborers were admitted, while the figures show that 100,058 laborers left our shores. The actual loss in labor during the year, therefore, was 67,330." A definite shortage of competent mining labor in Alabama, Minnesota, Arizona, Montana, Idaho, Nevada, and California is reported by a writer in *The*

*Mining Journal.* Furthermore, writes Virgil Jordan in the *New York Journal of Commerce*:

"In June of this year, ninety-nine localities in fifteen States reported shortages of labor of various classes. In July, these reports had jumped to 122 in number, in August to 128, and in September in thirteen States there were 121 reports of shortage. The States reporting difficulty in securing labor extended from Massachusetts to California and as far south as Mississippi. Demand for farm help figures somewhat in the reports, but the chief demands came from industrial districts and was marked for both skilled and unskilled labor in building and in the metal trades.

"In its increasing difficulty of securing an adequate supply of unskilled labor and an adequately trained force of skilled labor to meet the demands of its rapid expansion, American industry is confronted with a real problem. It is a problem that matches any that industry had to face in the war period and one that may have the most far-reaching effects on the internal structure of industry and upon the general external features of American economic life."

"The effects of restriction under the new law are making themselves felt," agrees the National Industrial Conference Board, of New York City, which tells us that—

"Not only has net immigration been largely reduced, but the character of the immigrants has changed very definitely. Fewer and fewer skilled workers are arriving; a larger and larger proportion of women and children—non-wage earners—is observed."

"A certain class of worker is necessary to the progress of our industries, and the present immigration law has practically eliminated this class," asserts the *New York Journal of Commerce*. Meanwhile, points out the *Grand Rapids News*, there are none to take the places of the workers who return to their homes, "for we know by observation that the children of immigrants, educated in our public schools, do not intend to work with their hands, as their fathers did." "If the number of manual workers allowed to come into the United States is not increased," concludes the *New York Herald*, "the country can not go on with the digging, the road-making, the railroad construction, the building, the farming, and all the other foundational work that must underlie the whole national structure of production and business."

But to many the foregoing arguments for unrestricted or only mildly restricted immigration are to be condemned because they are the arguments of "the big interests," as one magazine calls them in an editorial headed, "Don't Let the Bars Down." "The big steel, copper, mining, railroad, and other industries are anxious to have a surplus of men looking for work at any price the employers are willing to pay," continues this publication, *Neptune Log* (New York). To the conservative *Cincinnati Times-Star* "there is no other action that Congress could take that would be as harmful to the American worker as the repeal of the present three-per-cent. immigration law." This Cincinnati daily goes on to explain that—

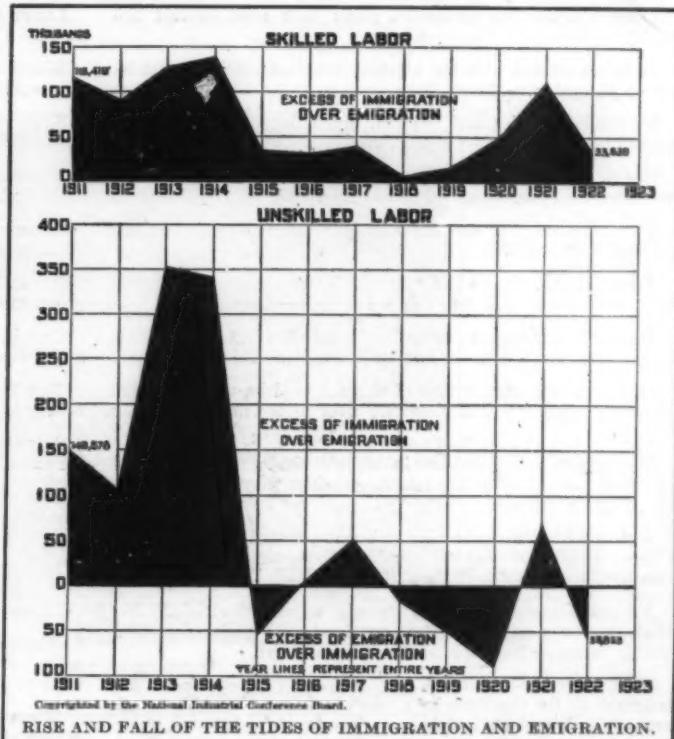
"During the dull times of a year or so ago, unemployment was the great national problem. Now the wheels are beginning to turn again, and at once employers of a certain type—thank God there are not a great many of them!—begin to howl for unrestricted immigration.

"It is important that the average American keep the line-up on the immigration question in mind. Those who favor restrictive laws do so for patriotic reasons. The first interest is in preserving their country as a decent place for themselves and their children to live in.

"Who are the anti-restrictionists? First, there are certain racial groups, centered chiefly in New York, who insist on looking at the immigration question from the European rather than the

American point of view. These groups have money and a kind of fanaticism. They bully politicians when they are able to do so. Maintaining a constant propaganda, they keep many newspapers filled with arguments and 'sob stories' aimed to discredit and break down the immigration law.

"Next comes the steamship companies, which always maintain a lobby in Washington and which always have a financial interest in the entrance of the largest possible number of immigrants into the United States. And finally there are some employers of labor—people of a selfish and bone-headed type—



RISE AND FALL OF THE TIDES OF IMMIGRATION AND EMIGRATION.

who want cheap labor and quick profits and don't care how much the country pays for them.

"The present immigration law is the first we have ever had that has accomplished important results. It has put a limit on immigration. Perhaps that limit is not as intelligently applied as it should be; perhaps the restrictive principle is not carried far enough. But the law has kept out a considerable proportion of immigrants of the less desirable types, while granting admission to practically all of those who want to come from northern and western Europe.

"The immigration law means something. That is the reason why there is such a persistent propaganda against it. It is also the reason why Americans in general, and Americans who work with their hands in particular, should give it their full support."

"We do not believe it is any longer a matter of debate that there should be some restriction upon immigration," agrees the *New York Evening Mail*; "the country has made up its mind on that score." "A return to the old custom of free immigration is impractical," writes Prof. R. L. Garis in *Scribner's Magazine* for September, altho he is of the opinion that the people would approve a law which would reduce the immigrants from southern and eastern Europe to a few thousand each year, while admitting all those from western Europe who might desire to come. But "the doctrine that America must be thrown open as the home for the oppressed of all nations, good and bad alike, is a false doctrine," believes *The Manufacturers' Record* (Baltimore); "for no melting-pot ever devised can fuse into one homogeneous people the various races and make all into genuine Americans."

## TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

THE Senatorial elections are all over but the investigating.—*Life*.

THE manufacturer expects every man to pay his duty.—*The Liberator*.

THE ultimate consumer is the person who ultimately produces.—*Washington Post*.

DIRECT selling by producers plays both ends against the middle.—*Greenville Piedmont*.

If he's a wizard with the pigskin, somebody will see that he gets a sheepskin.—*Macon News*.

In mixing politics and religion, much depends on which is poured into the other.—*Canton News*.

BOLTS can't injure a party; they usually take the nuts along with them.—*Peterborough (Canada) Examiner*.

THE proposal that Germany go into bankruptcy is like expecting an insane man to go crazy.—*Washington Post*.

FIVE Eskimo tribes which never had seen a white man before have been discovered. They're out of luck.—*Dayton News*.

HENRY FORD may, of course, be elected president; he wouldn't be the first man the flivver landed in trouble.—*Columbia Record*.

OUR idea of eternal fitness of things would be satisfied if the Russians were given a mandate over the Turks.—*Asheville Times*.

THE streets in hell must be in frightful shape, unless the good intentions used for paving last longer than they do up here.—*San Diego Tribune*.

A MAN with a coffin in his truck was arrested for speeding in Chicago. Well, if they're bound to do it, that's the thing to carry.—*American Lumberman (Chicago)*.

THE ex-Kaiser says he was "brought up with the Bible." The Bible, however, appears to have survived the experience without visible injury.—*Nashville Southern Lumberman*.

A THREE-YEAR-OLD infant in New York City can speak five languages. By the time he grows up, he may be able to get around his home town without an interpreter.—*Life*.

AMBASSADOR HARVEY has been talking on the subject, "Have Women Souls?" He didn't answer the question, which goes to show that as a diplomat he is improving.—*Toledo Blade*.

THE Irish Sea is nowhere more than 710 feet deep, says a contemporary. "We don't mind that so much," writes a correspondent, "but couldn't it be widened?" — *Passing Show (London)*.

A WAR debt is annoying, but in these troubled times it is comforting to have at least one thing that is permanent and unchanging. — *Associated Editors (Chicago)*.

"I KNOW I love the Kaiser," says Princess Hermine. She will have no competition.—*Asheville Times*.

JOHN D. ROCKEFELLER, Jr., favors the eight-hour day. Work eight hours, sleep eight hours, and step eight hours on the gas.—*Philadelphia Evening Public Ledger*.

A ROAD sign reads: "Drive slow; you might meet a fool." A better sign, in some instances, would be: "Drive slow; two fools might meet." —*Florida Times-Union, Jacksonville*.

It must be the Near Yeast, it's in such a ferment.—*Greenville Piedmont*.

IN Russia, retail trading is done with wholesale money.—*Cleveland Press*.

A PLATITUDE is just an epigram you have heard before.—*Atlanta Constitution*.

LLOYD GEORGE stands on his record, and his opponents jump on it.—*Washington Post*.

WHEN there are no war profits, there will be fewer prophets of war.—*Nelson (Canada) News*.

SOME war histories are funny. Ours says Turkey was on the losing side.—*Athens Daily News*.

THE one foot that the Turk has in Europe seems to be the one with the kick in it.—*Washington Post*.

TURKEY's representatives at the peace conferences appear to be all gobblers.—*Vancouver Province*.

RUSSIA's salvation ultimately may lie in the discovery of some process to make the ruble edible.—*Life*.

ONE invariable result of war is that the rich get the shekels and the poor get the shackles.—*Columbia Record*.

THIS fall it is particularly hard for Europe to understand why turkey is a symbol for Thanksgiving.—*Washington Post*.

ANYWAY the Kaiser's pen was more profitable than his sword. He lost his royalty but he saved the royalties.—*The Liberator*.

THE statistics showing that married men live longest were assembled before wives began to price revolvers.—*Washington Post*.

HENRY FORD can never hope to have more money than John D. Every flivver he builds means more money for the Standard Oil Company.—*New York Tribune*.

PADEREWSKI has given up politics to return to the concert stage. This might suggest something to Mr. Hearst, who used to play in the banjo club at college.—*Life*.

WHEN it comes to voting, experts say women hold the balance. Which shows the importance of the old dodge of making a good impression on the Eve of the Election.—*London Opinion*.

OLD KING COAL is a merry old soul.

A merry old soul is he—

When you consider the size of his roll,

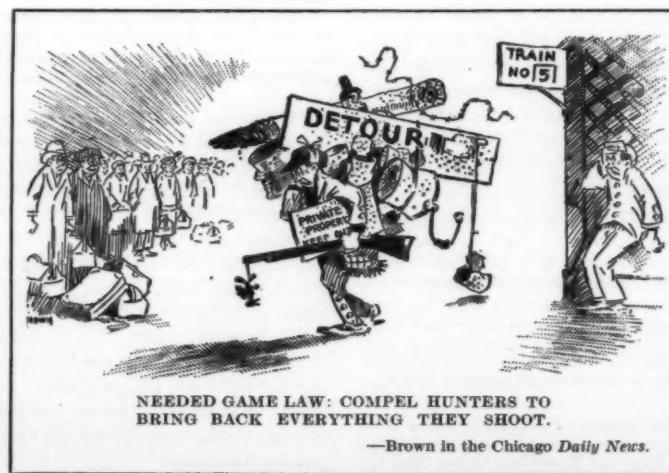
Why in the world shouldn't he be?

—*Boston Transcript*.

SIR VALENTINE CHIROL, who was once the *London Times* correspondent in Berlin, quotes the Empress Frederick, on her son, Ex-Kaiser Wilhelm: "The trouble with Willy has always been that he could never tell the truth, even to himself." — *Wall Street Journal*.

WHEN Chancellor Wirth suggested that Germany might go into bankruptcy, did he forget that a bankrupt is required to turn all of his assets over to the court? —*Detroit Free Press*.

A MILLION-WATT vacuum tube has been built in Schenectady which is expected to carry radio telephone conversation across the Atlantic. We sha'n't mind, as long as they keep it pointed east.—*Cleveland Plain Dealer*.



# FOREIGN - COMMENT

## THANKSGIVING AS TURKEY'S HEAD FALLS

**N**O TEARS ARE SHED as the Sultanate is abolished, we are told, because unbiased foreign observers see in the deposition of Mohammed VI by decree of the Grand National Assembly at Angora the end of the process of decay in the Ottoman Empire, which now becomes the National Turkish State. If this change from Empire to Republic will clear Constantinople of its "intriguing diplomats, its concession hunters, and its international trouble-makers," remarks one authority, the new condition will be considered as "a happy omen for the peace of Europe." Constantinople dispatches inform us that the executive and legislative powers of the country have been conferred by the Grand National Assembly at Angora on the nation, and that the Palace of the Sublime Porte, which,

"through corrupt ignorance for several centuries, provoked numerous ills for the country, has passed into the domain of history." The religious head of the Mohammedans, the Caliph, is to be chosen by the National Assembly from a member of the Osmanli dynasty to succeed the Sultan, Mohammed VI, and we read further that the Assembly announced that the Turkish Government "will remain the keystone of the Caliphate." The choice of the Caliph is to be that member of the imperial family who is "the best instructed, the best educated, the most honest, and the wisest."

The end of the Ottoman Empire, as it was known, and its replacement by the Government of the Grand National Assembly of Turkey, is considered by the semi-official Paris *Temps* as the "recognition of an existing fact rather than the creation of a new one." Politically, this daily points out, the new move puts an end to the question of admitting the delegates of the old Constantinople Government to any conference. Referring to the declaration by the National Assembly that all treaties are null and void which were entered into by the Constantinople Government since March 16, 1920, the date of the British occupation of Constantinople, the *Temps* says that the Angora Government can not succeed the Constantinople régime without inheriting the obligations assumed by its predecessor. This Paris daily also draws attention to the fact that the Angora repudiation includes the Treaty of Sèvres, which, Turkish editors are fond of saying, has never been ratified by the Allied Powers and therefore is nothing more than "a nice sheet of paper." According to Paris dispatches, the Angora Government has issued a formal

denial that its repudiation of the Constantinople agreements since March 16, 1920, means that it does not recognize Turkey's debts, or intends to abrogate the present administration of the Ottoman debt. The Angora communication calls attention to this debt organization as "a private body accepted by Turkey and its creditors."

In taking over control of Constantinople for the Nationalist Government, we learn from Constantinople dispatches, Hamid Bey, its representative, demanded the evacuation of Constantinople by the Allied forces. In the note presented by Hamid Bey to the Allied commissioners it is stated that—

"After the abolition of the old régime the Turkish population of Constantinople spontaneously and enthusiastically proclaimed its union with the Great National Assembly of Turkey.

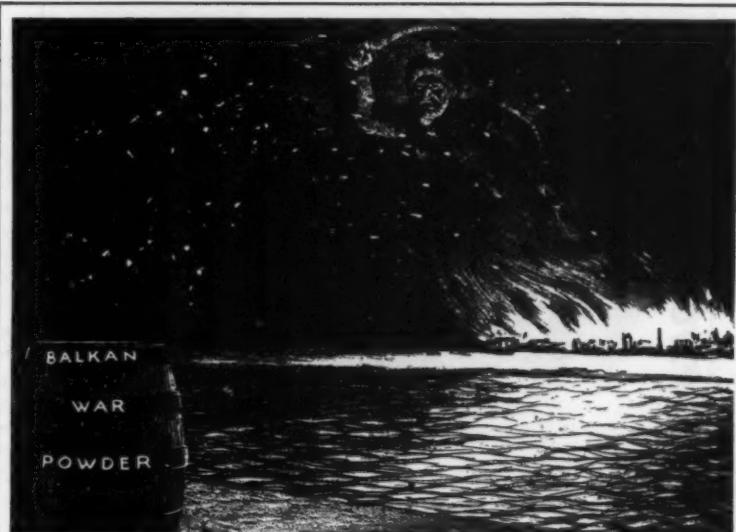
"Orders have been transmitted to take all necessary disposition for the establishment of the civil administration of the Great National Assembly of Turkey. Interallied military occupation of Constantinople, therefore, not only is useless but impossible.

"The Great National Assembly of Turkey has no intentions to overstep the military bounds fixt by the Mudania Convention. It deems it necessary to point out that a certain number of gendarmes must be sent from Angora for the maintenance of order as already arranged for in Thrace.

"We hope the Allied Powers will accept favorably this demand."

In an Allied Extraordinary Council at Constantinople, it appears, the Allies decided to refuse categorically the Nationalist demand for the Allied military evacuation of Constantinople. Meanwhile, Hamid Bey handed further notes to the Allied generals in which he informed them that the landing of Allied or American sailors at Constantinople from the warships will not be permitted except by special permission of the Angora Government.

Altho the former Sultan Mohammed VI is said to be determined to resist the Angora decree, Constantinople correspondents indicate that he must yield before the quickly developing popular movement against the Sultanate and its ministers. The taking of the temporal power from the Caliph, according to some non-Turkish observers at Constantinople, may cause non-Turkish Islam to refuse to recognize the new Caliph and they cite as possible resisters King Feisal of Irak, and the Grand Sherif of Mecca, "who will see a propitious moment for the realization of their long-cherished dreams." "The Moslem population of



A HOLLAND VIEW OF THE TURKISH PERIL.

—*De Amsterdamer* (Amsterdam).

Arabia does not recognize the Sultan of Turkey as Caliph and so is not interested in his downfall from the standpoint of religion," says His Royal Highness, Emir Abdullah, brother of the king of Trans-Jordania, in an interview in London. But the Emir admitted that the deposition of the Sultan "might possibly affect Arabian Moslems in Egypt who do recognize the Sultan as Caliph." Referring to the Caliphate, the Constantinople *Vakit* says:

"The fact that Ottoman sovereignty was in the hands of one person was an obstacle in the relations of the Moslem world with the Caliphate. This situation prevented unity and roused useless rancor against this country."

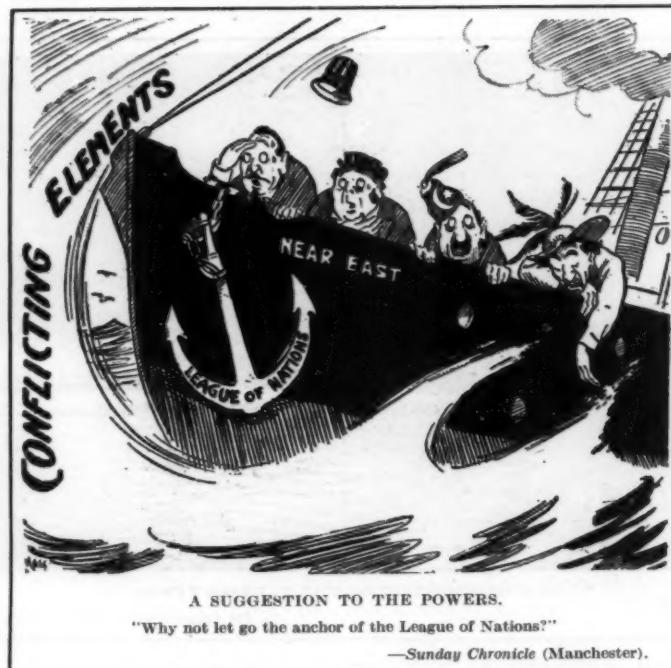
The *Vakit* adds that "the memorable date of November 2" opens up new horizons for both the Turkish nation and the Moslem world, because in future sovereignty "will belong to the nation and will not be utilized for a corrupt absolutist clique, but for the well-being and prosperity of the peasant population." The claim of the Sublime Porte that it should be represented at the Lausanne Near East Peace Conference, declares the Constantinople *Tevhid*, forced the Angora Assembly to depose the Sultan, and it adds:

"After the victory of the Kemalist Army and the signature of the Mudanya Convention, the palace of the Sublime Porte sought to be entrusted with the management of the affairs of the Angora Assembly. Now the Porte and the Sultan suffer the consequences of their mistake."

The present big event in Turkey is traced back to the Turkish Revolution of July 10, 1908, by the Constantinople *Renin*, which says that this movement "gave birth to a child which has grown up in the midst of numberless difficulties, dangers, and privations," but "to-day the child has come of age. In its hands floats the glorious Ottoman flag, symbol of liberty and independence."

France and England with their great Mohammedan colonial empires, writes an American correspondent from Paris, are naturally much concerned that the head of the Mussulman religion shall henceforth be elected by the Turkish Parliament. There are millions of Mussulmans in India, Afghanistan, Egypt, Morocco, Tunis, and Algeria, and the solemn problem that presents itself to the Foreign Office in Paris and in London is what they will think of "a Commander of the Faithful chosen by a sub-commission of the Angora Chamber." By way of illustration, this correspondent asks: "What would the Catholics of the world think of the election of a Pope by Italian deputies?" Says the Paris *Journal des Débats*:

"What will the Caliph amount to if he is elected by the Turkish Assembly and deprived of all temporal authority? Will the Grand Sherif of Mecca, the King of Egypt, the Sultan of Morocco and the Ameer of Afghanistan recognize the authority of a man who is the simple instrument of his electors? He will be only the shadow of a Caliph."



"Why not let go the anchor of the League of Nations?"

—Sunday Chronicle (Manchester).

## A SPUR TO BRAZIL

MID THE CONGRATULATIONS showered upon Brazil during the Centennial Exposition, some of its editors issued a warning that Brazil must not let itself be carried away with the idea of its own success and importance. They are ready to recognize the great progress the country has made, but they are more interested in showing the greater opportunities Brazil has at hand for future development, some of which are hardly realized. First of all, says a writer in the São Paulo *Revista do Brasil*, Brazilians should wake up to the fact that as the United States is the pole of international and American policies in the northern section of the Western Hemisphere, Brazil should be the pole in the southern section. As things are now, high tariffs and cut-throat competition all over the world, combined with the disorganization of shipping, cause great damage to the general trade of Brazil and of other countries. But there are certain immediate necessities of life that Europe and the United States require, it is pointed out, and among those that Brazil can furnish easily and in abundance are coffee, meat, rubber, wheat, iron and sugar.

On the other hand, he tells us, the Brazilian Republic can do a profitable business nearer

home by shipping into Latin-American markets manufactured articles of head-gear, leather, textiles, tobacco, cocoa, vehicles, and various articles of domestic use. This informant urges the Rio de Janeiro Government to organize its consuls as a force of trade stimulators, and he would have the Brazilian authorities go even farther by having certain intellectual missions sent into foreign countries. Through such procedure he foresees Brazil rising to such eminence in the eyes of the world as to constitute the balance in South America to the United States in North America.

All these suggestions are awakened in his mind by the many matters for criticism he finds in the present workings of the Brazilian Republic, about which he tells us the following:

"The international policy of Brazil under the Republican régime, and even under the last two Imperial Cabinets, suffered much from the inexperience of Brazilian statesmen. Little by little Brazil lost the preponderant influence which she had gained as a force in America under the Empire. Uruguay has built many new bridges and established new railways to link up with certain Brazilian ports, such as Rio Grande. But the commercial traffic which results from these enterprises is more profitable to Uruguay than to Brazil. What Brazil justly fears, moreover, is the increasing influence that The Argentine is gaining over Paraguay and Uruguay.

"The selection of personnel for the Brazilian legations at Buenos-Aires, Montevideo and Asuncion leaves much to be desired. Most of these offices are occupied either by Ministers who are not equal to the responsibilities of the post, or by functionaries who are too young to have had any political experience."

## A VENEZUELAN HINT TO UNCLE SAM

UNCLE SAM'S BACKWARDNESS in seizing opportunities for cooperation with Central and South America is noted not infrequently in South American journals. They feel that the war's revolution of economic conditions the world over opens new doors of opportunity which the United States should not fail to enter for the mutual political and commercial benefit of all concerned. Yet Central and South American countries reveal a spirit of approach, even when there is a suggestion of reproach in their observations on this subject. One of the most recent comments appears in the *Caracas Cultura Venezolana*, in which Americans are reminded that during the American War for Independence the policy of the American colonies was "lacking in unity and coherence," and it is pointed out that:

"A small minority of politicians of great will and imagination then actually created America's nationality. Most of the territorial conquests made by the Americans in the North were, so to speak, games of chance under exceptionally favoring circumstances. We have only to remember the obtaining of Alaska and of a large section of Mexican territory. No general and well-defined political principles guided the execution of plans for the conquest and appropriation of new provinces. In the War of Secession itself the North and the South were moved mostly by feeling and sentiment. In the Spanish-American War the public in the United States had only the vaguest comprehension of the objective of the Government at Washington.

"In a general way the Colonial policy of America lacked both a view-point and an understanding. After they had fought for their own independence, the United States of North America were very reluctant to recognize the independence of the States of South America.

"The Washington Government showed itself a convinced partisan of the theory of the Federation of all the American States; but in actual fact failed to send a delegate to the great Inter-American Congress in 1825. The Monroe Doctrine was never accepted and applied by the Government of the United States except with reservations and with certain reticences. President Cleveland was himself an antagonist of this famous theory of 'America for the Americans!'"

But now the time has come, the writer of this article goes on to say, when the great part played by the United States in the World War shows the country's qualifications for "initiating an Inter-American policy, at once clear, sound and beneficial to the lot and future of all States of the New World." Moreover—

"It is obvious that such a federation of nations, evolving so naturally from their historic past, would form an economic bloc of the most notable resources. Respect by each American State for the liberty of its neighbors is the indispensable basis of such a policy.

"Speaking from a strictly practical standpoint, the development of Inter-American railways which has proceeded so extensively will become an arm of might in case of war by a non-American nation on an American nation. On these railways, too, intimately depends the future commerce of the New World; and it is to the interest of all concerned to induce the expansion of the merchant marine between the various countries."

## CHINA'S REPUBLIC ELEVEN YEARS OLD

THE TOTTERING GOVERNMENT at Peking, as opposition Chinese journals describe it, displays its weakness to the world coincidentally with the eleventh anniversary in October of the birth of the Republic of China, but various Chinese editors assure us that the real friends of China's democracy must not be discouraged because getting rid of Chinese militarism seems such a perennial task. What has been happening, we are told, is that in China one group of militarists has been substituted for another and, "it makes no difference how moderate the victors may profess to be," there is an inevitable return to internecine strife. Among the Chinese vernacular press in China the *Shih Pao* believes that too much attention in China's political controversies is paid to men and their personalities and not enough to facts. So there is the alternate rise and fall of this prominent figure and that political faction, it notes, but "so far as national affairs are concerned there has not been any development at all." Therefore, this daily urges:

"Let the attention of the officials be turned to national affairs, and we shall think it worth while to follow political developments in China. Some national affairs are too significant to be neglected. China's finances must be rehabilitated, but this can not be done by the appointment of a commission. That is a question of men, but not one of affairs. The municipal administration in the different localities must be improved, the judicial system must be reformed, various kinds of in-

dustries must be developed, and the corruption of the different official organs must be done away with. Let the politicians and militarists struggle to these ends!

"It is all foolish to attempt to solve the existing situation in China, when a certain man is opposed not because his policy is detrimental to the welfare of the country, but because he is *persona non grata* to the opposition party for selfish reasons, and when a man is given an appointment, not because he is fit for the office, but because he is the protégé of a certain influential militarist or Mandarin. Again, China can not be reunified with the appointment of this or that big man as President. Genuine national reunification in China depends upon the sincerity of all parties in working for some noble ends."

According to the *Sin Wen Pao*, rumors in official circles at Peking indicate that President Li Yuan-Hung, "apprehensive of being made a 'goat' for his military sponsors, has instructed his secretary to write a letter of resignation to be submitted to the National Assembly, in which he says he is determined to step down from the Peking presidency." This leads the *Sin Wen Pao* to say:

"With President Li Yuan-Hung and Premier Wang Chung-Huai insisting upon retirement from politics, the Peking Government has virtually become a club-house for a few officials and militarists. Whether Li and Wang will quit their jobs or not, it is beyond our power to predict, but the trend of political events shows that they will sooner or later be forced out of politics. With militarists usurping the power of the Peking Government and with his mandates meeting with disapproval everywhere, Li Yuan-Hung really finds it hard to cling to his post. There is



AN ENGLISH THRUST AT UNCLE SAM.

"Of it, but not in it."

—The *Bystander* (London).

冤民苦士  
為民受苦  
為士受難



"The people are always the sufferers from the bandit-soldiers."  
—*Shun Pao* (Shanghai).



"Behind the beautiful masks of high ideals are hidden the same old faces of the militarists."  
—*Sin Wen Pao* (Shanghai).



"The cries of the long-suffering Chinese people and the tocsin bell of the Republic fall to wake the politicians from their slumbers at the Council Table."  
—*Sin Wen Pao* (Shanghai).

CHINESE CARTOON FLINGS AT THE POLITICIANS.

no fun in playing the rôle of a political figurehead. If Li Yuan-Hung showers too many honors upon Wu Pei-fu, Marshal Tsao Kun will yell his heart out for fair play, and vice versa. That is the reason why the puppet's position is an extremely embarrassing one.

"The Peking Government will soon fall to the ground. And Li Yuan-Hung had better pull down its political sign-board. The Government is under the cat's paw of a gang of notorious militarists who are working hard to maneuver their spokesman into the Presidential Palace, well knowing that this is the work of the Parliament. The Peking Assembly is fast becoming a political monopoly under the supervision of a group of tyrants. It is pretty hard to secure a legal quorum on the part of parliamentarians. Assuming that the Parliament elects a strong man to the Peking presidency, there is little likelihood that those recalcitrant super-militarists will lay down their armor and behave well. China has been parcelled into petty kingdoms, which fact makes it hard for a few patriots to unify this country."

Notwithstanding the high cost of militarism, the looting of Peking's revenues, and other disheartening phases of China's troubles, *The China Review*, a Sun Yat Sen organ published in New York, declares that the Chinese people are "far from being a bankrupt nation," and it adds:

"In the history of mankind, no people have attempted a more challenging change in their ways of life. To scrap a centuries-old autocracy and build up a Republic in the face of truly medieval conditions is no small task. To take ten years to find themselves politically is not the stamp of incompetence. Where would France be, with her revolutionary cycle of republican Government, dictatorship, the empire, the restored monarchy, republic, empire and republic veritably within a little more than the past hundred years, if current criticism of China were applied to this Great Power of the West? To have saddled the Chinese people with devastating armies is not a hopeless sign of governmental decadence; China at least did not turn them across the face of Asia as France drenched Europe in blood while beginning her pilgrimage toward real democracy in the Revolutionary and Napoleonic Wars.

"No turning of the pages of world politics in that time can fail to bring home to the reader the fact that much of France's costly experiences were due to the attitude of the Great Powers of that day and age. It might be well for the West to ponder upon this fact in attacking the capacity of the Chinese to handle their own affairs."

*The China Review* goes on to say that the Chinese know only too well "the high cost of democracy where foreign interference is the rule" and it avers that the Powers have been "much more willing to send congratulatory messages than to put into deeds the kindly spirit they so diplomatically give expression to in their public documents." Then it is asserted that—

"This is, of course, always the window-dressing of diplomacy—good words and selfish works. It is more than a matter of debate that China has been brought to her present pass by the events which Yuan Shih-H'ai set in motion during his efforts to destroy the newly born Chinese Republic. The chief weapon at the command of the president-who-would-be-emperor was the loans which the Great Powers underwrote and deliberately placed in his hands with the knowledge that the proceeds were to be used to subvert China's beginnings of democracy.

"Whenever a foreign diplomat or a Western business man express forebodings over China's immediate future—none ever doubt her ultimate place in the world—it might be well for the nations to remember their culpability in the undermining of the first republic of Asia. That China will in the end work out her salvation is apparent to the world. The problem is: How long must this time wait? How difficult will the way be? What foreign obstacles will be deliberately put on the road? . . .

"The Great Powers mixed up in the not entirely rosy game of empire in the East of course can not be expected to lend themselves to the upbuilding of China's republican government. They might, however, refrain from lines of action calculated to interfere further with the efforts China is making to regenerate her ancient civilization 'with a decent respect for the opinions of mankind.'

"None but China's four hundred millions can in the end make a Government truly representative and democratic. It is within the power of the nations of the world, however, to stand aside while the Chinese work out the task for China."

# SCIENCE - AND - INVENTION

## WHEN THE WORLD GETS OVERCROWDED

OUR CHILDREN'S CHILDREN will have to face a standard of living much below that which we enjoy. This is the conclusion reached by Prof. Raymond Pearl, head of the Department of Biometry and Vital Statistics in Johns Hopkins University, in an investigation of the approaching saturation of the world's population, contributed to the *New York Times*. The saturation point, at which just as many

"The United States, in respect to its present cultural epoch or cycle, is a relatively new country in which the population only just recently (in 1914) passed its point of most rapid growth per unit of time. On the other hand, France is an old country, and the known population data for it lie toward the upper end of the curve, describing its population growth in this cultural epoch."

Knowing the law according to which past growth of population has taken place, in order to predict we have merely to extend the curve to future time. Doing this for the United States, for example, Professor Pearl finds that the saturation point probably will be represented by about 200,000,000 of people in continental United States. Professor East, he says, has lately examined the question from the standpoint of our future agricultural potentialities and comes to the conclusion that this figure is about what could be expected from that angle. He continues:

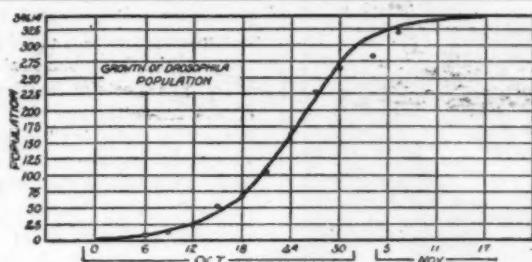
"From a social standpoint the first result of our experimental and statistical study is that all human populations are proceeding at a lawful and predictable rate toward a point of complete saturation, where within any defined area of the earth's surface there will be living the maximum number of people that can be supported."

"Projecting our thought for a moment to that time, at most a few centuries ahead, we perceive that the important question will then be: What kind of people are they to be who will then inherit the earth? Here enters the human and social phase of the problem. Man, in theory at least, now has it completely in his power to determine what kind of people will make up the earth's population when saturation is a fact."

"In proceeding to the analysis of this phase of our problem let us first examine what man has, in the past, done about the problem of population.

"The first method of meeting the problem is a very ancient one. At one time or another every people has gone out looking for a new territory into which its people, crowded at home, might expand. Virtually always some one already is living in the desired territory and has to be got rid of. It is by this direct and logical procedure that the peoples now inhabiting Europe and America have come into possession of their lands.

"This method of solving the problem of population leads finally to no solution whatever. Eventually mankind upon the whole earth will find himself in pre-



ARE WE LIKE FLIES IN A MILK-BOTTLE?

Rise of fly-population in a bottle that may represent America.

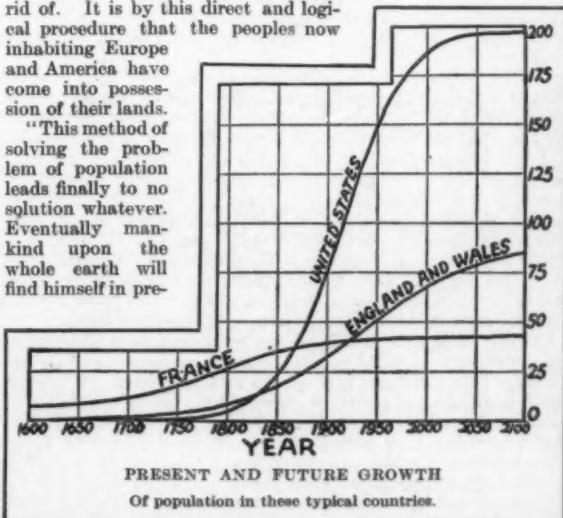
people will be living in the world as it can possibly support, is not so very far away—probably only a few centuries, Professor Pearl thinks. At that time the United States will contain about twice as many people as it does now, and before it comes, the pressure of over crowding will make itself felt in increasing difficulty of making a living and of raising and distributing enough food for all. This is why he makes the statement that we have quoted at the outset. Professor Pearl begins his discussion by describing an experiment with two Drosophilas or fruit-flies. He says:

"A pair of flies, one male and one female, corresponding to Adam and Eve if you like, were put with a few of their children (say 10 or 12) of different ages into a pint milk-bottle, on the bottom of which was a layer of banana-agar, corresponding to the tillable soil of the earth, properly sown with yeast for food. Then the bottle was closed with a cotton stopper which would admit air, but would not permit the flies to pass out. Then this young and conveniently sized universe was put into an incubator and kept at a uniform temperature of 25 degrees centigrade. Every three days a census was taken of the population which had accrued up to that time. The results were those shown in Figure 1.

"The growth of population was at first slow, then at an ever more rapid rate. At the middle portion of the whole curve the rate of growth per unit of time was most rapid. From that point on the population, altho it kept growing in numbers, decreased in rate. Finally the universe became densely crowded with flies, supporting the greatest possible number that the agricultural potentialities, in the way of yeast crop in this particular pint universe, could sustain. The population had reached the saturation point.

"Now, what of the growth of human populations? We have examined with much care the known population-history, as derived from census figures, of some twenty-odd of the leading countries of the world.

"The results are indeed astounding. It appears that the population growth of every country we have tried has in its past history followed a course which is described with the greatest accuracy and completeness either by the same mathematical equation which served for the experimental Drosophila populations, or by a superimposed combination of two or more of these curves. I can only present three typical examples, the United States, France, and England and Wales.



cisely the same situation as the flies in the pint bottle.

"Turning now to the other attempted solutions, we must recognize at the start that there are a number of ways of limiting the inherent reproductive capacities of mankind. First of all is the so-called 'sterilization' method. By one or another form of surgical operation it is easily possible to render men incapable

of begetting offspring without in any other way affecting their sexual life. With considerably greater surgical difficulty the same thing can be accomplished for women. Therefore, in theory, the program is simple. Let some wise person or persons decide what kind of people ought not to reproduce, for the best good of the body social, and then turn the surgeon loose upon them. Two difficulties beset the practical implementation of this so simple scheme. In the first place, who is to separate the honorable sheep from the goats? And by what and whose standard is he to work?

"Where laws to this end have been passed their operation has been confined, in the main, to criminals, the feeble-minded and insane. The ardent eugenist argues that surely no one can logically object to the sterilization of these classes. Which is, of course, true. But the legal difficulties are great against any sterilization program sufficiently large to be socially effective. For it has been shown that, from well-known and established principles of heredity, if a sterilization program is to be socially effective within any reasonable period of time, say one or two centuries, it would be necessary to sterilize a good many apparently normal persons whose germ plasm is defective. To get legislative power to do this would be even more difficult than if one contemplated sterilizing only the patently defective. But without such power the program could not possibly show socially significant results. The difficulty is that not all feeble-minded or insane or criminals, or what you please, have parents falling in the same defective categories.

"Precisely the same arguments apply in principle regarding segregation as apply to sterilization. Indeed, sterilization is to be regarded socially as an ambulant form of segregation. And the obviously insuperable obstacle to segregation as a means of limiting reproduction on any large scale is economic. It costs too much. It has been estimated, tho the writer can not vouch for the accuracy of the statistical computations, that already this country spends \$500,000,000 more to keep unfit persons alive than it does on such constructive social forces as schools and churches.

"This brings us to a consideration of so-called 'birth control' methods of limiting reproduction. Measures of this sort are in wide-spread use by the more intelligent elements of the population in most countries standing high in the scale of civilization.

"It is impossible to say with any scientific accuracy just what would be the social consequences of any entirely unrestricted birth-control propaganda. The plan, however, obviously faces certain practical difficulties. It inevitably weakens in a military sense any country that unreservedly practises it, because it leads to a higher average age of the population. Consequently, from the point of view of statesmanship, any country, before adopting birth control as a national policy, would want rather a definite assurance that wars of conquest would not occur.

"That birth control will become more and more wide-spread as the pressure of world population increases seems to be certain, because it so obviously is in accord with individual self-interest, both economic and social. It seems to me personally that after making due allowance for the increased powers of control over nature, which may reasonably be expected from the future development of science, the most hopeful outlook for a working method of so organizing society that a maximum of comfort and happiness will be associated with a maximum saturation of the earth is to be looked for in a combination of the idea of birth control, directed along eugenic lines, with those ideas of cooperation which in themselves are eugenic, so brilliantly expounded by Dr. William Patten in his recent book, 'The Grand Strategy of Evolution.'

"But at the best the outlook does not arouse any furious optimism. Our children's children will have to face a standard of living much below that which we enjoy."

## THE STING OF THE "SEA-NETTLE"

THE JELLY-FISH bearing this name is said to have been unusually abundant off our north Atlantic coast during the season just past. Dr. Douglas H. Stewart of New York, from whose article on the subject in *The Boston Medical and Surgical Journal* we quote freely below, tells us that the great difficulty encountered by our down-east swimmers in their endeavor to swim across the English Channel was the constant interference and stinging of sea nettles. The natural physical difficulties as furnished by water, wind and tide would have been more or less readily overcome. But repeated stings of an irritant paralyzing sort presented an obstacle to successful crossing that was simply unsurmountable. The effects of the stings of the sea-nettle are classed in the "Ivy Poisoning" group, Dr. Stewart notes; altho in many instances the plants that produce such "poisoning" may not be within miles of the sufferer. The results and appearances differ materially according to plant or marine origin, but there are sufficient common manifestations to deceive the hasty and inattentive observer. He continues:

"Unfortunately for accuracy, a child-victim will state that he has hurt his knee (for instance) when he has neither knowledge nor memory of blow, contusion or fall; tho he is endeavoring to say in his own way that something happened, so that his knee does not feel nor work as it should.

"It would appear probable that the location of the sting mark depends upon the position of the victim's body when he is stung, whether he is standing, sitting, wading, swimming or diving. Granted a good contact with the tendrils of a healthy sea-nettle and the animal may be relied upon to attend to the business of stinging. The poison is akin to, or identical with, formic acid, the mixed with other substances. The sea-nettle's sting produces a condition that is really an edema [swelling] the edges of which are as clearly drawn as the marked out by a pencil. On those edges are as well defined, to the observer's sense of touch, as are the margins of a piece of slate.

"The marks that the stings leave upon the skin of the victim are often found upon the outside of the lower extremity where they run or trend more or less vertically from the middle of the leg to the middle of the thigh. This is theoretically accounted for by the animal's body coming in contact with the upright body of its victim and, since the stinging tendrils hang more or less directly downward in the water, they come into good contact with the outside of the victim's leg. On the contrary, should the animal's body be pushed aside by the hand as in the motion of swimming, or should that body come into contact with more or less protuberant or projecting abdomen or hips then the tendrils will swing free without contact, and no sting ensues. When stings are scored upon the arms or face the actual contact areas are often small; hence the amount of damage is limited or trivial. When, however, the contact-area runs from ankle to hip, then the irritative result that is provoked is very evident to all concerned.

"The writer's observations lead him to think that the long, broad mark often found upon the leg is the result of contact with two or three tendrils; while an arm, for instance, might come into contact with but a portion of a single tendril. Therefore the mark found upon such an arm may resemble a welt or wheal of small circumscribed extent; while a similar mark upon the leg is a more or less perfect rectangle, one or two inches in width and from six to eight inches in length. After two days



Courtesy of the American Museum of Natural History, New York.

THE STINGING SEA-NETTLE.

the skin becomes dark brown in color and the corneous layer is destroyed quite as tho there had been a second-degree burn, or a scald with a blister.

"Children appear to suffer the most from after-effects, possibly because of tender skins and because the poisonous dose is large in proportion to body-weight. If lameness be manifested it will not amount to more than the difficulty in walking that follows ordinary contusion. The severity depends upon the condition of the victim and of the sea-nettle. A well-tanned, thick, weather-beaten skin furnishes a high resistance."

The most commonly employed, and perhaps the least valuable, applications to a formic acid sting, Dr. Stewart tells us, are the tincture of iodine and ordinary alum acetate solution. The most popular, most efficient and perhaps the most dangerous in its possibilities is a plastering of clay mud. Nothing better fills all the therapeutic indications than a compress kept constantly moistened with a two per cent. solution of bicarbonate of soda. He goes on:

"All sorts of legends of the 'Once-upon-a-time' variety are current along the beaches and refer to some vigorous swimmer being incapacitated and drowned, sinking to the bottom at once as the result of being paralyzed by the sting of a powerful sea-nettle. Whether there is the slightest truth in any such rumor is an open question. The writer's own experience would tend to show that in a tide run or among waves the position of a swimmer's body is such that the hanging stinging tendrils of the animal hang below the swimmer and are not so very apt to come in contact, whatever the two bodies may do, and at the same time the movement of the water itself would carry the swimmer and the animal apart in a very short interval of time. On the other hand, where or when the water was sluggish with slow current (or none) as in pools, eddys, salt-marshes, etc., the chances for prolonged contact and marked sting-results are greater. It may be that just because children play in such quiet waters they seem to be the most usual victims."

"It should not be forgotten that the poison of the sea-nettle is a paralyzer in one sphere of its action. That the sea-nettle can sting is easily proved, the only question unanswered is the extent of the damage of which the animal is capable.

"Practically, a screen of so-called chicken wire, even tho it be attached to floats by its upper margin and have a couple of feet or so submerged, will form a barrier against the entrance of jelly-fish to any given enclosure of water that may be used for the amusement of children."

**THE PEACOCK'S BROWN TAIL**—It certainly does not look brown, but that is the only real color in it, according to Dr. Wilder D. Bancroft of Cornell, as reported in Science Service's *Science News Bulletin* (Washington). The brilliant colors are due entirely to the interference of light. We read:

"An expert can distinguish the iridescent tail-feathers of the peacock in the dark simply by the feel, Dr. Bancroft told the American Chemical Society. The feather fringes are only flattened plates colored brown. The colors, he said, are not due to pigments but to the flatness of the feather parts which produces an interference of light from the two sides. The same colors are seen in a film of auto oil spilled on the street. As the colors produced on the practically colorless oil depend on the thickness of the film, which averages about one fifty-thousandth of an inch, so the patterns on a peacock's tail and the apparently self-luminous reds in the throat-feathers of the humming-bird are due to variations in thickness. When you look through a peacock's feather you see only a brown due to the so-called melanin pigment which is equivalent to the asphalt pavement on which oil is spilled. In all the iridescent feathers the barbules are flattened plates of brown which therefore give

the colors of thin films. 'It is possible to duplicate the color effects of the peacock and the humming-bird,' claimed Dr. Bancroft, 'by putting a very thin coat of varnish over the dark feathers but we can not regulate the thickness with such accuracy as to produce the patterns of the peacock. When one considers that variations in thickness of a hundred-thousandth of an inch may change the color completely, it seems marvelous that all the tail-feathers of all the peacocks can be so near alike. The neck feathers of the white pigeon show practically no iridescence because the dark background is lacking. If they are dyed brown, the iridescence appears in full force. On the other hand, the white peacock is not an albino in the sense of merely having no dark pigment. The whole structure of the feathers has changed. The barbules are not flat plates and consequently no brilliant colors can be developed by dyeing the feather brown or painting the back with India ink.'

## VENOMOUS FISH

**P**OISONOUS FISH have not been studied as closely as have venomous reptiles, but they exist, nevertheless. The poison is not communicated by biting, but by puncture with spines on the tail or back. Much additional information has recently been obtained by Dr. H. Muir Evans of Lowestoft, England, who brought the results of his investigations of the defensive spines of fishes, living and fossil, before the Royal Society at its meeting on June 15th. Says the writer of a review of Dr. Evans's paper in *The British Medical Journal* (London):

"The existence of a poison gland in connection with the serrated spine on the tail of the sting ray has been a matter of dispute since the days of Aristotle. It has usually been held that the toxic effects of a wound by this spine were due to the poisonous property of the mucus, and that there was no special poison gland. Sections of the spine showing the structure of the two grooves on either side of the ridge facing the whip-like tail are difficult to obtain. But complete sections show that the grooves are occupied in their deepest portion by tissue provided with blood-vessels and lymph channels, and that adjacent tissue contains columns of cells in an active state, the secretion of which is discharged toward the margin. A study of the dorsal fin spine of the spiny dog-fish reveals a groove containing a glandular structure which discharges secretion through a longitudinal pit. Further investigation discloses the presence of a more complex gland on the dorsal fin spines of the Port Jackson shark, *Cestracion*. The examination of the fossil fin spines of this family of fishes reveals the existence of a rough surface with either median or lateral teeth, which may have been occupied by glandular structures. The surface of the spine is otherwise covered with enamel which shows bosses or ridges running in a longitudinal direction. The poisonous effect of the Malay sting rays and the uses that the venom is put to by the natives were described. Clinical observations on wounds by the spines of dog-fish have been confirmed by inoculation experiments. Fish inoculated in the lateral line showed a great increase in the respiratory rate, and passed into a somnolent condition. They showed a tendency to lie flat on the side of the puncture; if the fish recovered from the immediate effects of the venom, it developed an area of pink swelling. The venom of the weever is more deadly; it produces intense and agonizing pain, and there is hemorrhage in experimental inoculation both at the side of the puncture and in the peritoneum. Injection of the venom is followed in fish by paralysis of the muscles on the side of inoculation, and in small laboratory animals by paralysis of the hind-quarters. If the dose is insufficient to kill the animal by its effect on the respiration, an abscess forms at the site of puncture, and *post mortem* there is found a pure necrosis of the muscular tissue. Weever venom breaks down the resistance and allows a rapid bacterial infection to take place."



THE SPINY DOG-FISH.

"A study of the dorsal fin spine of the spiny dog-fish reveals a groove containing a glandular structure which discharges secretion through a longitudinal pit."

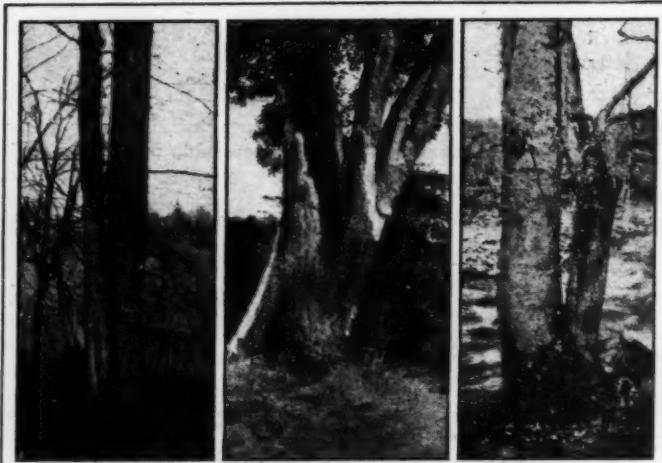
## TWIN TREES AND NATURAL GRAFTS

**A**NIMALS OR HUMANS that are joined together must be brothers or sisters. Not so trees. These need not be even of the same species. If two seeds sprout close together, the resulting plants may coalesce by a kind of natural grafting and in time become united so closely that they are one to all intents. So we are told by E. F. Andrews, writing in *American Forestry* (Washington). Altogether, Mr. Andrews tells us, he has observed unions more or less complete between the following species: Willow oak and loblolly pine, white oak and

stems was distinctly shown by the difference in the bark and the graining of the dead wood.

"Twins of the same species are more common than those of alien stocks, since seeds of the same kind are more likely to be deposited together, but they attract less attention, being mistaken by inexperienced observers for upright forks. These 'identical twins,' to borrow a term from the medical profession, for the sake of distinction, differ from those just described in being of the same age and parentage, and the two forks into which they sooner or later diverge are generally of the same size and vigor, while in the 'mixed twins' of different stocks, they vary according to the relative ages and growth rate of the parent species.

"Twin and composite stems of various kinds are also often produced by the union of root sprouts that spring up around the stumps of dead trees, or if the stump is too large for the growing sprouts to be brought into contact, a root colony may result. And sometimes, when the main axis of a seedling is broken at an early stage of growth, the two strongest branches remaining are apt to take an upright direction, thus simulating a twin or a double stem so closely that it is not easy to distinguish between them. In general, the true twins are distinguished by a suture which follows their line of union down to or near to the ground or, in some cases, by a protrusion on opposite sides of the common trunk as if the coalescing stems had been forced by their increasing size to bulge out at right angles to the line of pressure."



Courtesy of "American Forestry," Washington, D. C.

### UNIONS OF TREE-COUSINS.

The first picture shows a twin white oak and shortleaf pine, near Rome, Ga. The second shows a root graft between elm (left) and haw (right), near Rome, Ga.; the third a root and stem graft of a sycamore and hackberry, Dayton, Tenn.

tulip tree, white oak and shortleaf pine, red oak and hickory, red oak and maple, river birch and hackberry, beech and white pine, sweet gum and loblolly pine, sycamore and hackberry, hackberry and black locust, elm and haw, sweet gum and tulip tree, and the loblolly and shortleaf pine. He continues:

"Twins of this kind can be produced only when the germinating seeds are in such close proximity that the stems of the seedlings, as they increase in size, are forced by mutual pressure to grow together on their contiguous sides. Unions less perfect sometimes occur as root grafts, when seeds drop by birds or by the wind lodge in crevices of the root of a growing tree and germinate there. Haws and pines, the seeds of which furnish so large a part of the food of birds in winter, are of frequent occurrence as root grafts. And when we consider the vast number of seeds scattered over the ground by trees of all kinds, and tumbled about by wind and water, buried by rodents, or dropped by birds and other animals, the chance that those of different species may happen to be brought together is not so remote as might be supposed.

"The most remarkable instance of this kind that I have met with was that of a white oak and a tulip tree at the foot of Lookout Mountain, in Walker county, Georgia. It stood beside a public road that passed through Ashland Farm, the beautiful country home of Mr. Z. C. Patten, of Chattanooga, and was widely known throughout the neighborhood as the Twin Tree. The stems were completely amalgamated to the height of 9 feet and their girth measured 17 feet, breast high. The portion of the circumference occupied by the oak was 11 feet and the tulip tree filled out the remaining 6 feet. Unfortunately I was not prepared for taking a photograph when this interesting specimen first came under my notice, and on my next visit, ten years later, found that it had been blown down by a storm some years before, and the trunk cut to pieces and carted away. Only the stump remained, reduced now to the hollow ring of wood and bark shown in the photograph. It was easily recognized by the shape and size of the stump, and the line of union between the two

**AIR-TANK EXPLOSIONS**—Air-tanks explode infrequently, according to a statement by Mr. S. B. King, of the Sullivan Machinery Company, Chicago. Compared with the total number of compost air installations, accidents from this cause comprise only a very small percentage. Instruction books issued during the past fifteen years have contained adequate cautions on the care and condition of compressor installations which might cause explosions. These explosions, we are told, may be traced to three general causes, as follows:

"Defective tanks, sometimes old drums or iron tanks that are employed without being properly tested. All our receivers are tested with hydraulic pressure, cold-water tests to 150 lbs. to the square inch, and are sold for pressures not exceeding 120 pounds.

"Faulty lubrication with oils of low flash point, oils containing vegetable components, and oils that carbonize readily. These are unsuited for lubricating the air cylinders of air-compressors. They form deposits on the walls of the piping, of the air-receiver, and sometimes on the valves and cylinder heads of the compressors themselves.

"Careless operation. An air-compressor is an engine which requires careful attention, and must be kept clean. The larger machines are ordinarily operated by skilled engineers who know enough to do this. In some small plants, garages, etc., the tendency is to regard the air-compressor as something which is allowed to run along without care or cleaning until something happens to it. If the valves are not taken out at intervals and cleaned, and reground on their seats when necessary, sticking valves and leaking valves are the result, and conditions likely to cause an explosion follow inevitably. In other words, high temperature in the air cylinder and in the piping between the compressor and the receiver. Coupled with deposits of dust and carbonized oil, it is perfectly natural that something should happen."

A fusible safety plug is required on all air receivers in the State of Massachusetts and some other States as standard equipment on certain types of compressors, notably in coal-mine service. When the temperature within the chamber reaches a certain point, a fusible metal slug or cap is melted out and the plug acts as a whistle to give warning of improper conditions. Protected by this device, no user of compost air need fear an unannounced explosion, but the best protection against such danger is proper care and operation of the machinery.

## DISCOVERIES AMONG THE SOUTHERN STARS

**S**TUDYING PHOTOGRAPHIC PLATES made in Peru at the Arequipa station of the Harvard College Observatory, Harvard astronomers have discovered during the Summer more than 2,000 nebulae, several new variable stars, and one nova or new star, and have now measured for the first time, the distance and size of the Large Magellanic Cloud, a cloudlike group of stars and nebulae visible from the southern hemisphere and resembling in appearance the Milky Way, says a dispatch from Cambridge, Mass., to the *New York Times*:

"This Magellanic Cloud, which is believed to be a sort of small universe in itself, separate from the Milky Way system of stars of which our own solar system is a comparatively infinitesimal part, proves to be of staggering dimensions. Its distance from the earth, while not the greatest distance ever measured by astronomers, is so immense as to be almost beyond human powers of comprehension, being 110,000 light years. A light year is six trillion miles, the distance traveled in a year's time by light, which covers 186,000 miles in a single second.

"The linear diameter of the cloud has been found to be about 15,000 light years. This is determined by finding the distance, which observers work out by complicated methods involving spectroscopic studies, and then measuring the apparent size of the cloud as it appears on photographic plates made at Arequipa.

"Photometric measures of the stars in the large Magellanic cloud make it possible, now that their distance is known, to find their actual candle-power. This work is still in progress at Harvard, but preliminary results would seem to show that this cloud contains many stars which are actually far brighter than any we have yet discovered in our stellar system, altho of course they appear very faint on account of their immense distance. Hundreds of these stars are found to exceed the brightness of the sun by 10,000 times.

"Photometric investigations are being continued at Cambridge in order to get a more precise measure of the distance of the cloud by other methods than the spectroscopic method provisionally used, and to set up standards of brightness in the cloud so as to make possible the study of various types of stars and nebulae existing there."

The methods followed in finding the 2,000 new nebulae are characteristic of modern astronomy, the writer tells us. They were found by the study and comparison of photographic plates made at Arequipa during the last twenty years. The total number of known nebulae is about twenty thousand, and more than one-fourth of these have been found at various times on plates made with a single telescope, the Bruce photographic refractor, one of the most powerful photographic instruments in the world and one of four instruments in constant use at the Harvard station at Arequipa. To quote further:

"The 2,000 newly discovered nebulae are mostly too far south for observation at the observatories of North America, but many of them are relatively conspicuous and important.

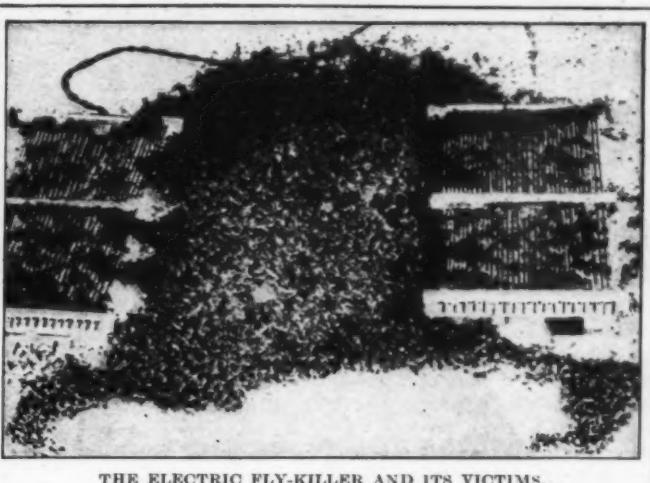
"Of the new variable stars discovered during the summer on plates made at Arequipa some were found by the observers in South America and some by the workers at Harvard on old plates. One of the variables, discovered by Professor S. I. Bailey, is extremely faint, like the variables in the globular clusters, but nearly a degree away from the nearest cluster, which suggests that these variable stars are escaping from the clusters.

"The Arequipa station is situated in Peru at an altitude of 8,000 feet. The work there is in charge of Professor S. I. Bailey, who played a prominent part in the establishment of the station over thirty years ago, and served as acting director of the observatory in Cambridge during the interval between the death of Professor E. C. Pickering in 1919 and the appointment last year of Professor Harlow Shapley as his successor.

"Professor Bailey has recently taken a large number of photographs at Arequipa for the study of the motions of the stars and the variations in their light. He has made several exposures extending over two nights with the Bruce telescope. Single photographs taken with this powerful instrument frequently show more than 500,000 stars. In the clouds of stars in the constellation Sagittarius, recent Harvard plates show the individual stars to be so extraordinarily numerous that the moon could hide 10,000 of them at a time."

## AN ELECTRIC FLY-KILLER

**E**LECTRICITY MAY NOW BE USED to swat the fly, we learn from *The Journal of Electricity and Western Industry* (San Francisco). This paper remarks that devices for the sterilization, heating and cooling of food products and other articles, for the supplying of fresh, pure air, and numberless other sanitary aids have been made possible because of



THE ELECTRIC FLY-KILLER AND ITS VICTIMS.

electricity—and now comes the electric fly and rodent destroyer. It continues:

"Considerable inconvenience has always attached itself to the use of the old-fashioned trap commonly used in construction camps and by other establishments such as dairies, farms, hotels and the like. These baited traps were cumbersome and were often as obnoxious as the flies which they were supposed to eliminate. Even when the flies were entrapped within the cage, there remained the problem of disposal, or killing the flies by such methods as burning paper around the trap or immersing the bulky object in water. With the electric fly-killer these objections are removed, as the flies are killed by the electric current and drop to the ground where they remain and may be swept up and buried.

"The device itself consists of a panel frame connected with a transformer which is attached to any lighting circuit. The frame is crossed by parallel rows of wire which carry a current of 500 volts. This frame is placed where the flies are known to congregate and as they are attracted to the parallel wires they are killed by the heavy voltage. Rats are killed in the same manner.

"The current is on at all times, but according to the manufacturer, electricity is consumed only when a fly comes in actual contact with the wires, and then only a small amount of current is used. In his words, 'One fly will not move a meter.' The fly killer is entirely automatic and requires no attention at all.

"The same transformer and installation is used for killing rats, a change of frame and location being the only requirement. The cost is a little more, however, as the body of the rat is not consumed by the current and electricity is used until the body of the animal is removed from the frame. The electric killer has been tried and has been very successful in dairies, hotels and on farms."

# RADIO • DEPARTMENT

## DR. DE FOREST'S AUDION ORCHESTRA

**A**TROCIOUS SQUEALS and whistles and squawks, quite independent of any message from the broadcasting stations, as every one who has worked much with triode radio sets knows, are occasionally given out by the little tube. But it may not have occurred to every one who has unwillingly listened to these extraneous noises that the tube which generates them might, under slightly altered conditions, be induced to give out musical sounds instead.

That possibility was not overlooked, however, by Dr. Lee de Forest, the inventor of the triode; and in *Popular Radio* (New York), he tells of his experiments in operating the triode, or rather a set of triodes, as a musical instrument. Incidentally it may be noted that Dr. de Forest still uses the word "audion" in place of the now more familiar "triode," which is natural enough considering that this was his original name for the instrument. To the layman it seems as if an inventor should be allowed to name the child of his brain, the rest of the world acquiescing; but the present instance is only one of many in which the scientific world has elected to rechristen a useful invention on adopting it.

In any event, what Dr. de Forest has to say about his audion orchestra should be of interest not merely to all radio amateurs but to every one who is musically inclined. The inventor assures us at the outset that the instrument which is famous as a detector, an amplifier, and a high-frequency generator, and "in a score or two of other electrical capacities" has undeveloped musical capabilities an earnest of which is found in the fact that the audion can produce "musical harmonies far more beautiful than those of any musical instrument yet devised." And he thus elaborates the theme:

"Music from the audion! That is the theme which I suggest to those who are interested in the undeveloped possibilities of the vacuum tube.

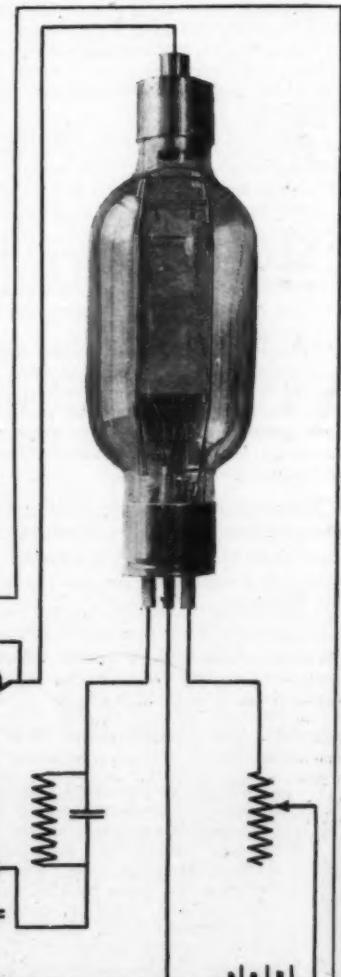
"It is quite possible, I believe, that the musical audion, when fully developed and perfected, will revolutionize altogether the production of music. It will supersede our organs and pianos, even perhaps our symphony orchestras, just as these

have superseded the musical instruments of ancient times, the lyre, the tambor, and the Pipes of Pan.

"It was while developing the audion as a wireless telephone detector, and as an amplifier to be used on long-distance telephone lines, that I made the discovery of audion music. I found that when the circuits of an audion tube were adjusted in a certain way, so that electrical oscillations were produced, I could hear a clear musical note in the connected telephone receiver. The quality of this note was exceptionally beautiful.

"Every one is familiar with the peculiar plaintive notes produced by the Hawaiian guitar when the player slides a piece of steel along a string previously set in vibration. Much the same effect can be obtained with the musical audion by varying gradually the pitch of its note. Other effects include the shrill warble of birds, staccato drumbeats, heavy organ peals and notes closely simulating those of the familiar orchestral instruments. And even in our preliminary experiments we succeeded in producing new tones, tones far more ethereal and beautiful than any now at the command of musicians."

It is explained that changes of pitch are effected by modifying the inductance or the capacity of the radio circuits; and that by using switches to take the place of a keyboard, a series of audions can be made to have the flexibility of an organ. Bulbs three inches in diameter were used, one bulb for each



Copyrighted by G. G. Bain, courtesy of "Popular Radio."

HOW THE "AUDION ORGAN" MAY BE PLAYED.

By means of vacuum tubes, a loudspeaker, and a suitable audio frequency oscillating circuit connected to a keyboard—similar to a piano or organ—music of exceptional tone flexibility and sweetness may be produced. The apparatus may be controlled by "stops" so that the various musical instruments may not only be imitated, but other tone qualities may be produced that are unknown to the musical world today.

octave of the musical scale. Loud-speakers amplify the sound indefinitely. The entire audion orchestra could be contained in the cabinet of an ordinary phonograph. And the audion orchestra not only has indefinite range but absolute accuracy of pitch, and makes possible, Dr. de Forest assures us, complete control of the all-important overtones that give touch quality. We quote:

"The musical audion may be adjusted so that its primary tone is absolutely pure, a perfect sine-wave. Or this primary tone may be altered merely by distorting the electric circuits, so as to cause any desired change in the quality of the sound. It may be made to counterfeit the piano, the violin, the 'cello or the horn, or may be distorted into any sort of sound—musical or grotesque."

"Of course, we must not expect that the development of the audion organ will be entirely free from practical difficulties. At least two of these difficulties can be foreseen already. One is that of arranging a tube circuit which will be perfectly stable, so that the tone of the tube will not vary, even ever so slightly, after it has been once adjusted.

"The second difficulty is the devising of a precise, rapid and dependable system of control, an equivalent of the keys and valve mechanisms of the ordinary organ. Mere switches and condenser knobs are neither precise enough nor quick enough.

"At the moment these practical obstacles look pretty serious. But obstacles have a way of disappearing as we approach them more closely, especially where the audion tube is concerned. Probably obstacles to the development of the audion organ will be no exception.

"In all my work with the audion—and I can imagine no device in the wide range of practical physics which has greater fascination than this little bulb—I have found no phase of its possibilities quite so interesting as this one of the production of musical tones."

## HOW TO TUNE A THREE-CIRCUIT TUNER

**A** GOOD MANY BEGINNERS who were persuaded to junk their two-circuit tuners and get three-circuit apparatus find difficulty in getting as good results with the new apparatus as they secured with the old. The trouble, says a writer in *Q S T* (New Haven), is not with the apparatus, but with its user; and he offers some practical hints that many readers will find of service. We quote:

"All single-tuned-circuit receivers have the inherent characteristic of tuning rather broadly and may also prove a nuisance to the community because of the strong waves they may cause to be radiated. In congested areas where interference is bad the three-circuit tuner is very much to be recommended but, because of its more difficult adjustments, it takes some time to be able to get the most out of the tuner, especially when it is left to the operator without the help of a friend.

"The ordinary three-circuit regenerative receiver has four adjustments that require attention: the series condenser in the antenna lead, the vario-coupler adjustments (taps and coupling), the grid variometer or secondary condenser, and the plate variometer. The latter controls the regeneration while the first three control the wave-length and selectivity.

"Either a variable condenser shunted across the secondary of the vario-coupler or a variometer in series with the grid serves to tune the secondary circuit, while the antenna series condenser with the primary coil of the vario-coupler tunes the aerial circuit. For the best signal strength it is imperative that these two circuits be adjusted to exactly the same wave-length. Even when so adjusted a near-by station on a wave differing considerably from the wave to which the set is tuned may be picked up very strongly, so an additional adjustment known as coupling is provided which regulates the transfer of energy from one coil to the other. Loosening the coupling slightly decreases the energy transferred but greatly increases the sharpness or selectivity so that interference is greatly minimized. This is the big advantage of the three-circuit tuner over the simplified types. With the set operating normally and with loose coupling it will be noticed that as the plate variometer is turned there is

a point at which a click or dull thud is heard. Below this point the phone, spark, and I.C.W. stations are best copied, as above this point the set is oscillating, which is the condition necessary for the reception of C.W. telegraph signals. When the tuning of the secondary circuit is changed the point at which oscillation



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RADIO IS PUT IN JAIL AT LAST!

occurs in the adjustment of the plate variometer will change correspondingly.

"Now with the coupling fairly tight and the secondary tuned to approximately the desired wave (which may be known by previous experience or by calibration from a buzzer-excited wave-meter), the plate circuit is gradually brought into resonance with the secondary circuit by turning the plate variometer slowly. Just before resonance is reached the tube 'flops over' into oscillation. With the set oscillating the aerial circuit is then tuned to resonance. When the series condenser knob is turned it will be found that the set stops oscillating at a certain point but as the knob is turned farther it starts again. This is because the aerial when tuned to resonance with the oscillating set absorbs energy and, the detector tube being a weak oscillator, energy can not be supplied as fast as the aerial circuit absorbs it, so the oscillations are stopt. Set the condenser at about the middle of this space where oscillations do not occur and turn the plate variometer until the set oscillates again. Continue with the series condenser as before and it will be found that only over a very small part of the scale are the oscillations stopt. This should be narrowed down to a degree or so. When this adjustment is obtained all the circuits are in resonance and at the best possible tuning for that wave in the reception of spark, I.C.W., and phone."

**RADIO PUT IN JAIL**—Under a picture that shows a radio set in operation in a corridor hedged in by a wire network of unmistakable meaning, *Popular Radio* (New York) places the facetious caption, "Radio Is Put in Jail at Last!" And it supplies this entertaining comment:

"To be apprehended by means of radio and then to be entertained by it in jail is the ironical outlook for lawbreakers in Washington, D. C. The inmates there may stretch themselves out on their prison cots and listen to the stirring strains of the United States Navy Band, the daily police reports on stolen automobiles, and perhaps they may even speculate on the ease with which the radio waves penetrate the stone walls of their prison. A loop aerial is used to catch the waves for the receiving set. After using ear-phones to tune in, the operator switches the programs on to a loud-speaker placed in the rotunda of the jail; by this means the inmates in the distant cells hear the entertainment plainly. Often, however, Captain W. L. Peak allows the three hundred and twenty men to leave their cells and come down to the auditorium."

# LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## ROBIN HOOD RIDES UPON THE SCREEN

THE "PASSIONATE PRESS-AGENT" has not stinted superlatives in describing Douglas Fairbanks's new photoplay, "Robin Hood." It is "the greatest film show on earth," he declares, and, altho poking fun at him in her criticism written for the New York *Tribune*, Harriette Underhill confesses that "Robin Hood" is "magnificent" and that "the work on it seems so colossal that one wonders how a star, a director or a screen writer could ever have had the courage to tackle it." Indeed,

"If they should tell us that it cost \$5,000,000 and took two years to make, we could easily believe it, for when you look at

mail. But it is the magnificence of the settings that is most impressive here. Such towering walls, high battlements and far-reaching halls and courts have never been seen before in this age; and they have been so comprehensively photographed that no effect of size with grace is lost. The thing is a tremendous spectacle.

"And then the story changes. Richard goes on the Crusade, Prince John becomes the tyrant of England and the Earl of Huntingdon returns to take to the forest as Robin Hood. Then the personal story, which has been held in the background, the never lost in all the magnitude and pageantry of the first part, breaks out and takes complete possession of the picture. Robin Hood, Little John, Friar Tuck and the others of the forest against Prince John and his canned constabulary—it's a battle,

a quick succession of starts and skirmishes and escapes, with Robin Hood darting and sending darts everywhere, appearing unexpectedly, disappearing to defeat expectation and always the terror of the rich and powerful and the bright benefactor of the poor and weak. It is in this part of the picture that Douglas Fairbanks had his fun. And how those in the theater last night enjoyed him!

"In the end, of course, Richard returns, Robin Hood is restored, and he and Maid Marian, after separations and dangers, are re-united. The story ends with Richard pounding on a thick door and calling 'Huntingdon,' while Earl Robin and the Maid are on the other side uninterested, for the moment, in him and the festivities in their honor."

With an enthusiasm almost equaling that of the "passionate press-agent," Robert E. Sherwood writes in the New York *Herald*:

"Here is a motion picture which is so far ahead of any spectacle that has ever gone before that it is impossible to appraise it in the same terms that have been applied to previous efforts. It represents the high-water mark of film production—the farthest step that the silent drama has ever taken along the highroad of art. If any one picture could be strong enough to lift the movies from their much mooted infancy and carry them into a state of maturity, 'Robin Hood' is that one."

"The first thing that must be considered is its size. It is constructed upon a huge scale—it is breath taking in its stupendousness. That, of course, means little. Many photoplays before this have been huge and ponderous. But back of all this vast display is an intelligence which is indeed rare. 'Robin Hood' did not grow from the bank roll; it grew from the mind. And this is the chief reason for its superiority."

"Mr. Fairbanks himself wrote the story.

"He is a super-D'Artagnan; for Robin Hood, because of his mythical quality, is essentially a far more romantic figure than the dashing Gascon of Dumas's story. Mr. Fairbanks climbs up castle walls, leaps over moats and slides down tapestries. The size of the settings allows plenty of scope for his strenuous activities.

"As the Earl of Huntingdon, Mr. Fairbanks is a splendid Knight—dignified, erect and utterly fearless. As Robin Hood, he is a wild, irrepressible fellow who is always having a perfectly



"RICHARD REIGNS ONCE MORE!"

The climax—"King Richard," supposed dead, returns just in time to save "Robin Hood" (at the right by the pillar) from death at the hands of "Prince John's" crossbowmen. "John," on the throne, is cringing before his angry brother.

the finished production in all its glory you marvel that it ever was completed at all.

"On the fourth page of the program are printed 'interesting facts of Douglas Fairbanks in Robin Hood.' Instead of astounding us when we read that more than 20,000 persons were employed and that 'the royal banquet room is larger than the concourse in the Pennsylvania Terminal' and that '250 tons of material went into the castle walls' and that 'each of the eight towers would hold 276,000 gallons of water' (or anything) if it were a tank instead of a tower, we merely say, 'Is that all? Why, it looks much bigger than that!' For, in reality, 'Robin Hood' is the biggest American-made picture we ever have seen."

The story, so the New York *Times* explains, "divides itself effectively" into two parts:

"In the first part there is no Robin Hood, but the Earl of Huntingdon instead, a favorite of King Richard, a champion of the tournament, and second in command on the King's Crusade. He is a sturdy, prepossessing Knight, but not the bounding Fairbanks you know, and he moves amid stupendous castles, in great throngs, robed and splendid in his cloak and coat-of-

glorious time. The contrast between the two characters is carefully drawn and entirely consistent.

"Allan Dwan directed 'Robin Hood,' and his contribution to the general worth of the production should not be overlooked. He handled the tremendous mobs skilfully, without forgetting that they should be nothing more than backgrounds for the real action of the play. He managed to focus the camera upon the principals, so that the dramatic interest is never submerged.

"We remember one incident particularly—a love scene between Mr. Fairbanks and Enid Bennett in the early part of the picture. For an unusually long time they stand together on a balcony, merely looking at each other. There are no subtiles to describe their emotions, and no boisterous action to enliven the scene. But the audience gets the sense of the thing. There can be no doubt that these two young people are falling in love with each other, and falling hard. It is a marvelous bit of direction, and acting as well.

"The other principal players (there are surprisingly few of them) are all good—Wallace Beery, Sam de Grasse, Paul Dickey and Allan Hale. Mr. Beery is a fine figure of a man and a worthy embodiment of King Richard.

"'Robin Hood' is beautiful to look at, it is intelligent, and it is overflowing with dramatic vigor. It will run for a long time at the Lyric Theater, and will be seen by many people. We hope that you who read these lines will be among them."

Is this extravagant praise? If so, Mr. Sherwood has not sinned alone. The same note of approbation is dominant in the reviews by other critics—for example in P. W. Gallico's comment in the *New York Daily News*:

"The most striking thing about the production is that beauty in composition, in photography, in the massiveness of the huge sets which suggest so powerfully the iron age of English chivalry, is not confined to individual bits. Every single scene is a delight to the eye, even while the stirring action grips the heart and



THE BLACK KNIGHT APPEARS

With shield and armor, above the cave of Robin Hood's men in Sherwood Forest.

carries one along to truly joyous heights. Romance, chivalry and all the glamour of English history and legend have been captured. The spirit of Fairbanks moves through the picture, whether he be a diminutive figure poised high on the battlements shouting confusion to his enemies, the mail-clad knight, or the leaping dynamic outlaw riding to save his fair lady."

#### KIND WORDS FOR JAZZ, BUT—

**P**ARALYSIS OF THE EAR—the musical ear, or perhaps we should call it the unmusical—is produced by the cow-bells, rattles, and foghorns of jazz, we are told, and yet the same authority has a lot to say for jazz itself. By name Peter W. Dykema, and by occupation a professor at the University of Wisconsin, he recently address the 800 delegates to a congress of the Playground and Recreation Association and Community Service at Atlantic City, and a correspondent of the *Philadelphia Public Ledger* quotes him as declaring:

"I have some good things to say for jazz. It is not the principle of the thing that is bad, it is more often the performers. Jazz has a new rhythm, a new arrangement of tones, a piquancy, a verve and stimulating qualities which are a real contribution to music. Jazz is being wrecked by nerve-wracking devices. Cow-bells, rattles, and foghorns are drowning out its merits. Jazz is the victim of its wild, modern devotees, who are as bad as the voodoo worshippers of darkest Africa.

"Abandon the foghorns, make the jazz music low enough so the dancers will have to listen and think and to do some of the rhythm themselves, and it will be a different sort. The present danger is that Americans are losing their susceptibility to rhythm. Poor music of this kind produces paralysis of the ear."

Meanwhile, "canned" music may do mischief when musical education is neglected:

"We are in danger of becoming a nation of piano-pumpers, radio-rounders and grafonola-grinders. Those mechanical instruments, if



THE HEROINE A HELPLESS CAPTIVE OF THE VILLAIN.

But "Maid Marian," in the photoplay, is rescued by her gallant lover.



SKETCHED BY A SCULPTOR.

Pius XI in lead-pencil before becoming Pius XI in clay.

the public turns quickly from one bad popular song to another in unconscious search for the songs which will lastingly satisfy their musical hunger? Good popular songs are those which stress some fine and desirable aspect of American life, and by both music and words awaken a sincere response in the hearts of the people.

"I do not mean that good songs need necessarily be 'high-brow' songs. Let us have lots of songs in lighter vein, songs of humor, sport, friendship, love; songs that express any ideal of American life, not only its loftier moments."

According to a statement given out by Community Service, Professor Dykema also said,

"As to the songs which are being sung generally by our people to-day, we are living on an unbalanced ration. The term popular song commonly used signifies not quality but newness. Theodore Thomas said, 'Popular music is familiar music.' As matter of fact, no popular song of recent years has had a more wide and sustained popularity than 'America, the Beautiful' by Katherine Lee Bates. The test of a song's permanent value is that it shall awaken a sincere response in its hearers. Such popular songs as have not met this test are forgotten; those that were worthy in that sense still live richly in the hearts of the people. What we want is more of them."

"We realize that we can not say to the poets and composers of America, 'Sit down and write a folk song.' However, if our composers, including those who have written the best of the popular songs will set before themselves the purpose of writing songs which will be popular not only to-day but ten years from now, the result may be a new folk-song literature for America."

Thousands upon thousands of Americans all over the country love American music, we are told by *The Musical Courier*, and it is because American music "speaks to them in their own language, the language of their souls and their sentiments." More specifically—

"That music is the semi-popular music of the church, the semi-popular music of the parlor. It is not a highly cultured music; it is not a picturesque music with a picturesque negro or Indian idiom; it is often sentimental. But it is not above the heads of the people who play it and sing it and listen to it.

"And all the music guilds and societies in America will never amount to a row of pins until they take up a vigorous propaganda calculated to inspire a knowledge and respect for this sort of music. For the men who wrote this music wrote it not to compete with some foreign ideal or eminence, not to please some audience pretending and affecting 'culture,' but to please the common people, the great unsnobbish, good-hearted American public.

"What we need more than anything else to-day is whole-hearted moral and material support of young composers and artists who will work to please these people, who will write and produce 'art' music, orchestra music, choral music, chamber music—that is just one small step, and only one small step, above the music these people really, unaffectedly love."

## MODELING A POPE

EXCITED ARTISTS—more than three hundred and fifty, all told—were clamoring for opportunities to paint or model the new Pope, when Léon Cogné, famous for his busts of Joffre, Foch, Lyautey and Nivelle, made application last summer. Perhaps because his genius for portraiture was well known at the Vatican, M. Cogné contrived to meet Monsignor Pizzardo, who seems to make it his business to defend Pius XI against artists, but who, nevertheless, promised to let M. Cogné see the Sovereign Pontiff for ten minutes. Telling the story in *L'Illustration*, Cogné remarks that portrait busts are not made in ten minutes, and he intimated as much to Pizzardo, explaining that it would be necessary to take measurements. Pizzardo was horrified. In the sculptor's own words—

"He wouldn't let me finish what I was trying to say, but exclaimed indignantly: 'Measurements! What are you thinking of? You don't mean to tell me that you intend to go over the Holy Father with a pair of compasses! It's not to be considered for a moment—you would offend him outrageously.'

"Under this torrent of expostulation, I backed down, agreeing to content myself with sketches and to stay only ten minutes.

"With a consoling smile, Monsignor Pizzardo said, 'Well, when you meet His Holiness, you'll see what can be done. Perhaps—'

"Leaving the sentence unfinished, he shook hands and walked away, his cloak of light silk flapping in the wind.

"Then, very softly, I stole back down the stairs. I was to see the Pope—to-day!—at five o'clock! I could hardly believe it. For ten days, I had been trying, but invariably some secretary or other would declare, 'So far, 352 artists from all parts of the world have asked permission to do a portrait of His Holiness. At best you can only claim to be the 353d. The Holy Father is too busy. No one will pay any attention to your letters of introduction. However, here's an admission card to a collective audience to-day.' And away I would go, humiliated. Whereas now!"

As the appointed hour approached, Cogné, armed with a camera and his portfolio of sketches, was piloted through the Vatican by a papal majordomo, and a quite natural bewilderment came upon him as he neared the room where he was to meet the Sovereign Pontiff:

"What was I expected to do when I saw him? Kneel down? Speak to him? The majordomo indicated a genuflexion and, bending my head forward, showed me the posture I was to take. Again the door opened, this time revealing a room that appeared to me simply enormous. It seemed that it was a library. It was partly masked by a great screen, but I thought I could see bookshelves. Suddenly, right before me, I beheld the Holy Father. He advanced slowly, wearing a white robe, while his head was crowned with a white skullcap. His half-closed eyes peered out through thick glasses.

"I knelt. There came a mist before my gaze. I heard the Latin words that accompany a benediction. Then I rose, and my confusion ended. Before me stood only a majestic model, who spoke in a benevolent tone. His voice is warm and grave. He expresses himself in faultless French.

"The tripod of my camera slant on the floor and I could not make it stand. I felt the Holy Father's eyes fixt upon me. Forgetting



THE FINISHED WORK.

Pius XI beamed approval upon this portrait of him by Léon Cogné.

ceremony, I spoke out, begging to be excused for my awkwardness. He said gently, 'Don't worry. Do your work without nervousness, or you will waste time.' Did he intend to chide me for having already wasted time? Or was he encouraging me? His smile left no doubt. So I asked the Holy Father to repeat his gesture of benediction, as I intended to make a statue of him.

"I couldn't pose in that attitude without appearing stiff," he replied, "but I will bless you, and you can make the exposure at whatever moment you like." He blessed me twice, and each time I took a picture. Then he asked, 'Is that all?'

"He had already risen. I answered, 'No, Holy Father; if you will allow me, I would like to ask permission to take some measurements for use when I make a bust of you.'

"He sat down again. I made several hasty sketches, and then, with a pair of compasses, took measurements, hurriedly jotting down the dimensions. He was immensely interested, and said, 'Are you going to measure the circumference of my head? It's sixty-six centimeters.'

While this was going on, the majordomo fumbled among Cogné's drawings. There he came upon a photograph of a bust of Marshal Lyautey and handed it to the Pope. Bending over his shoulder, for he was seated, he waited to see how it would impress him. Reading on—

"'The Man of Morocco!' he said. 'What an excellent bust! You have added a detail of the first importance—that cigarette between his fingers. He smokes all day and half the night, so his mind remains as splendidly clear as ever.'

The majordomo showed him also the bust of the apostolic nuncio. 'How good that is of Cerretti!' the Sovereign Pontiff said. 'And yet I think his smile is broader when he isn't posing.'

All this was said slowly and simply. With my compasses I continued to take measurements. I sketched rapidly, but his face had a questioning look. This time I no longer dared to insist, and realized that I must stop. He rose. He glanced at my work. Kneeling, I saw the hem of his white cassock, the violet slippers embroidered with green, the pendent acorns, the branch of little leaves enclosing a cross.

The white cassock vanished. I lifted my head. Once more I saw the great library, with its magnificence, its carpets, its books, and I seemed to see kneeling figures in violet and in red.

"The audience had lasted three-quarters of an hour. That evening I ate no dinner. In my hotel room, I feverishly developed my negatives, and dawn found me still drawing indefatigably and making proofs."

Monsieur Rigal, an old crony of Cogné's, has a studio in Rome, and there the sculptor began work on his portrait bust of the Pope. After a day's toil—

"We looked at it. The head seemed to us enormous, yet it tallied exactly with the measurements. Standing beside me, Rigal began sketching the bust and took several photographs of it."

Now to compare it with the model and make corrections. By appointment, Cogné, accompanied by Rigal—and the bust—went to the Vatican. There they waited outside the Pope's private apartment for him to return from his daily drive in the Vatican gardens:

"A rumble of wheels, a clatter of hoofs, and up drove the black carriage. At the four doors within the arcade appeared gendarmes with drawn sabers. The carriage, with its superb horses, crossed the court. Within it sat the Pope, in his white cassock, and next him was a personage wearing violet. A valet ran to open the carriage door, and the Holy Father, wearing an immense violet hat, alighted. Accompanied by a body servant, he ascended the steps and disappeared. The gendarmes were on their knees, with heads bowed. Other men knelt at the four doors.

"We hurried in. Ahead went the red lackeys carrying the bust, and we followed. Through innumerable rooms and endless corridors we went in procession until we came to the Throne Room, where I installed my bust. Monsignor Giuseppe, the Pope's special attendant, received us. Slowly the red door opened, as on the day before, and His Holiness entered. I knelt and received his benediction. Imagine my elation when I beheld the smile with which he approvingly scanned the bust! Readjusting his spectacles, he looked at Rigal and his drawing and appeared far from surprised at finding a second artist.

"As the heat was oppressive, the attendant opened the windows, for the Pope seemed to feel the need of air. His Holiness sat down, took out his breviary, and read.

"Rigal and I set to work. The only sound was that of crayon on paper, so silent were my footsteps as I went back and forth between model and bust, constantly making corrections.

"Like the former one, this sitting lasted three-quarters of an hour. At the end of that time, the Holy Father stood up to look at our work, and we knew by his beaming smile that he was pleased.

"The same ceremonial as before attended his withdrawal. We knelt and kissed his ring."

When the bust was finished, all but the final retouching, Cogné and Rigal paid another visit to the Pope. Says the sculptor:

"We waited for the Holy Father in the little Throne Room. Before giving the bust its finishing touches, I looked again at my illustrious

model. Still the same simplicity, still the symphony in white, the cassock of white flannel with little white buttons, the short cape covering a pair of broad shoulders, the high girdle. Around his neck he wore a gold chain, from whose boutonniere hung a superb cross of gold set with diamonds and an amethyst.

"What strength in his face! The wide brow is almost without wrinkles. And what eyes! Clear and frank, they express great intelligence and great goodness. I recalled what Monsignor Cerretti had said to me in my studio: 'You will find His Holiness kindness itself. He is a great scholar, knowing all languages. For forty years he has read everything. Often the stars would fade in the sky while he bent over his manuscripts.'"

A product of photography, in part, and in part of exact measurement, Mr. Cogné's portrait bust was a precise effigy. But was it more than that? Did it disclose the Pope's character, his mentality, his temperament—in a word, his personality? What would the Pope himself say of it?

"When all was finished, the Pope rose and came to see the results of our labor. He nodded benevolently. Rigal and I were on our knees, awaiting his benediction, but he did better—inscribed my work with his own signature, PONT. MAX. P. P. XI. That was his way of thanking me."



MEASURING THE POPE'S EAR.  
This shocked Monsignor Pizzardo, but was unavoidable in making the portrait.

# RELIGION-AND-SOCIAL-SERVICE

## THE PRESBYTERIAN ATTACK ON DR. FOSDICK

HERESY HUNTERS are on the war-path again, we are told, their latest attack being directed against Dr. Harry Emerson Fosdick, a Baptist minister preaching in a Presbyterian pulpit, who is charged with rejecting the four great doctrines of Christianity—the virgin birth, the inspiration of the Scriptures, the atonement of Jesus, and Christ's second coming. In the face of this "infamy," the Rev. Harold J. Hamilton, of Rochester, Mich., declares that "it is time for the Protestant churches to clean house and banish every modernist minister from his pulpit." Our churches, he says, as he is quoted in the New York *Tribune*, "have become hotbeds of infidelity, higher criticism and evolution. The monkey gospel is to-day predominant in the Protestant Church. The Bible has been reduced to a classic. The blood atonement is called a slaughterhouse religion and a religion of gore."

The occasion of the onslaught on Dr. Fosdick is a sermon delivered by him in the First Presbyterian Church, New York, of which he is pastor. In this sermon he accuses the Fundamentalists of attempting to run out of the evangelical churches all who do not believe in the literal interpretation of the Bible and in the four cardinal doctrines of the Protestant creeds, and bespeaks a larger Church in which people of all beliefs may work and worship. But his real object, replies one traditionalist, is "to make Unitarians and rationalists of his generation." *The Continent* (Presbyterian), on the other hand, views the eminent preacher's attitude in a far different light, averring that any one who reads the sermon with an unclouded desire to be fair will see that he is attempting only "to propagate in the Church a spirit of tolerance and fellowship toward varying views of Christian fact and faith. He is laboring to establish friendly recognition of the equal right of all men to find a place in the Church who take Jesus for Lord and Master and desire to preach for him and live for him as the only Savior of a sinning world." But many other Presbyterian leaders and journals indignantly repudiate Dr. Fosdick, and the agitation was brought to a head when the Presbytery of Philadelphia recently sent a formal protest to the General Assembly of the Presbyterian Church against the kind of preaching in the First Presbyterian Church in New York. The General Assembly does not meet until next May, and in the meantime one of the trustees of Dr. Fosdick's church is quoted in the New York press as saying that he "has the undivided support of our church. His Philadelphia critics have not fully stated his principles." He was not pleading for the

modern view or the more liberal view in the much disused sermon on the Fundamentalists, we are told further, but for a church "big enough and comprehensive enough to hold both points of view." One of the immediate causes of the complaint is contained in the following excerpt from his sermon, "Shall the Fundamentalists Win?" Commenting on the "bitter intolerance" of the Fundamentalists and insisting that "intolerance solves no problems," Dr. Fosdick goes on:

"I know people in the Christian churches, ministers, missionaries, laymen, devoted lovers of the Lord and servants of the Gospel, who, alike as they are in their personal devotion to the Master, hold quite different points of view about a matter like the virgin birth. Here, for example, is one point of view: that the virgin birth is to be accepted as historical fact; it actually happened; there was no other way for a personality like the Master to come into this world except by a special biological miracle. That is one point of view, and many are the gracious and beautiful souls who hold it. But, side by side with them in the evangelical churches is a group of equally loyal and reverent people who would say that the virgin birth is not to be accepted as an historic fact. To believe in virgin birth as an explanation of great personality is one of the familiar ways in which the ancient world was accustomed to account for unusual superiority. . . . So Pythagoras was called virgin born, and Plato, and Augustus Cæsar, and many more. Knowing this, there are within the evangelical churches large groups of people whose opinion about our Lord's coming would run as follows: those first disciples adored Jesus—as we do; when they thought about his coming they were sure that he came specially from God—as we are; this adoration and conviction they associated with God's special influence and intention in his birth—as we do; but they phrased it in terms of a biological miracle that our modern minds can not use. So far from thinking that they have given up anything vital in the New Testament's attitude toward Jesus, these Christians remember that the two men who contributed most to the Church's thought of the divine meaning of the Christ were



Photo from Keystone View Co.

### A MORE "HOSPITABLE" CHURCH.

This is the object of Dr. Harry E. Fosdick, who says "intolerance solves no problems."

Paul and John, who never even distantly allude to the virgin birth.

"Here in the Christian churches are these two groups of people, and the question which the Fundamentalists raise is this: shall one of them throw the other out? Has intolerance any contribution to make to this situation? Will it persuade anybody of anything? Is not the Christian Church large enough to hold within her hospitable fellowship people who differ on points like this and agree to differ until the fuller truth be manifested? The Fundamentalists say not. They say that the liberals must go. Well, if the Fundamentalists should succeed, then out of the Christian Church would go some of the best Christian life and consecration of this generation—multitudes of men and women, devout and reverent Christians, who need the Church and whom the Church needs."

It is worth remembering always, says *The Christian Work* (Undenominational) that Dr. Fosdick did not start this controversy, that "the Fundamentalists did, with their proposal to cast out of the Church all who disagreed with them." And what suggestion of the spirit of Christ is there in the action of the Philadelphia Presbytery? asks this journal. "Can any man imagine Jesus Christ standing up in that meeting and demanding that Harry Fosdick be silenced in New York because he is telling the truth as God gives him to see it? Was He interested in the suppression of the facts of history or of men's interpretation of those facts?"

"If the Church is really God's Church, it must have the great freedom of God. As Christians we can not help being free men, free to learn what God has to teach us, no matter what means He uses for His teaching, free, yes, eager, to learn, what He teaches through the rocks of the earth and the bones of prehistoric beasts, through the psychological development of man and the history of religion, through the Bible and through experience, both the experience of the race and of the individual."

But a shock of anger strikes the traditionalists when they read Dr. Fosdick's sermon, for to them it breathes of sedition against the Scripture. *The Presbyterian* (Philadelphia) indignantly asserts that Dr. Fosdick, a Baptist, stands in a Presbyterian pulpit and denies Presbyterian doctrine by pooh-poohing the virgin birth, the Resurrection, and Christ's coming to judge the world at the last day. So,

"What is all this but concentrated lawlessness, and we ask Dr. Fosdick how, as a protest Christian, a gentleman, and a fair man, he justifies himself in being a party to such violence and lawlessness in this twentieth century? If a Presbyterian minister should appear in a Baptist pulpit every Sabbath and attack and belittle the adult immersion baptism and other cardinal teachings of such a congregation, would he approve of it? How does this violence against the constitution of the Church differ in nature from violence of the bootleggers against the Constitution of the United States in its article on Prohibition? If this lawlessness is to continue in the Church, how is she to be of any power against the lawlessness in the nation and the world that is threatening to destroy our civilization?"

### PAGANS CURSING CHRISTIANITY

**C**HRISTIANITY IS ENGAGED in one of its bitterest contests with paganism and is being openly flouted by pagans, we are told, as the greatest piece of hypocrisy ever practised on an unsuspecting world. In the Orient opposing forces are said to be refusing to submit to the control of the Christian faith and to be seeking to defend themselves against the encroachments and claims of the missionaries who represent the "foreign" religion. Intelligent natives, says the *Western Christian Advocate* (Methodist), are hurling into the teeth of the missionaries such caustic and formidable replies that they "are almost staggering our leaders." Moreover,

"The native faiths are filling the Far East with a description of Western Christianity as a war-loving and war-promoting organization. They are claiming that Christianity, a cannon-ball, a submarine, a gas-bomb, and a battle-ship all go together. They hurl into our teeth the accusation that Christ is the Prince of Peace and the Christian Church the instrument for making that doctrine effective throughout the world, but that the cold fact is that thus far Christ's teaching has not produced that result

even in nations where it has held a preponderance of the people under its control. It passes peace resolutions with armies training in the field. It proclaims the coming of the day of world peace with the navies at target practise in its sequestered harbors.

"These statements are but part of the many accusations now being made against Christianity, which threaten the ultimate success of our missionary program. We have anticipated the hour when pagan religions would come face to face with the claims of Christianity as a world religion. That day has arrived. It brings with it the most critical hour in the history of our Holy Christianity. If there was ever a time when we need to have faith in God and stand steadfast, unmovable, abounding in the works of the Lord, it is now. Let those who know how to pray remain upon their knees. Let those who know the value of intercession seek daily to increase that company by urging others to take the time to become interested and to pour out their souls for the ultimate success of the faith upon which depends our immortal happiness and our eternal destiny."

### MODERN HUNTERS FOR THE TRUTH

"THE TRUTH and nothing but the truth, if the heavens fall," is the avowed object of the Modern Churchmen's Union of America, recently formed in New York by a small body of Episcopal clergymen who claim the right to put their own spiritual interpretation on the creeds, in accordance with the results of modern science and of Biblical scholarship. With this program the new organization hopes, according to its exponents, to "promote a new evangelism among the unchurched classes," to reach the young man coming out of college, and to reestablish a contact between the Church and those who "are frightened away by a sense of awe at its ultra-conservatism." As announced to the press, the tentative program of the union includes the following purposes:

"To maintain the right to interpret the historic expressions of our faith in accordance with the results of modern science and Biblical scholarship.

"To advance, as an aid to the ultimate reunion of Christendom, cooperation and fellowship between the Protestant Episcopal Church and other Protestant churches.

"To promote a new evangelism among the unchurched classes of our population, which shall win their allegiance to the religious and moral demands of the Kingdom of God.

"To further the application of Christian principles in all industrial, social and international relations.

"To promote the adaptation of the church services to the needs of the time.

"To emphasize afresh the nature of the Christian life as personal fellowship with God and to study with sympathy those movements and tendencies of thought which are mystical in character."

"Sincere and deep religious conviction, a spirit of honest and unhampered search after the truth, practical interest in the problems of social life and a purpose as churchmen to enlarge and inspire the company of believers," comments the *Springfield Republican*, "are connoted by the program in its entirety. Whether it is entirely 'orthodox' depends, perhaps, upon its application." But it is to be applied with the modern spirit, says the Rev. Dr. Roland Cotton Smith, president of the union, not with the spirit of the man who "dissects a dead Christ and lets the Divine Spirit blow by him." Dr. Smith, who is rector emeritus of St. John's Church, Washington, D. C., announces further that the union's campaign of education will "rest upon



SEEKING THE UNCHURCHED.  
Dr. Roland Cotton Smith, president of the Modern Churchmen's Union formed to promote spiritual freedom.

and dignity scholarship." Take apostolic succession for example, he says, as he is quoted in the press:

"It is a great word, full of magnificent meaning. We stumble over it instead of writing it on our banner. It has a spiritual meaning and that is the real meaning—more real than the literal one. The spirit that inspired the Apostles coming down through the ages, inspired other men, making them successors of the Apostles, making the church."

"For some reason the modern churchman is afraid of the word 'spiritual.' He always seems to be apologizing for it, whereas the spiritual interpretation is the true interpretation. Instead of taking that fundamental position we let our brothers put a literal and narrow meaning into a great word which they have a right to be proud of, while we who really know where we are going, go stumbling over a totally unnecessary obstacle."

"It is the same with the creeds. A creed is a noble expression of high thought growing out of the deepest experiences."

"We modern churchmen see within the different articles profound and inevitable spiritual meanings which are the very life of the church and which the makers of the creeds also saw. It is not that they contain little, it is that they mean so much that we suffer from an excess of illumination."

"We claim the right to put our own spiritual interpretation into the creeds, without being called dishonest or disloyal. We believe our brothers sincere and honest and loyal, and we claim the same consideration for ourselves."

In rejoicing to see that the aim of the union is not to antagonize anybody or any drift of opinion within the Church, but to offer the Church's message "in terms congenial to the aspirations and ideals that . . . are stirring everywhere," *The Churchman* (Episcopal) finds another note of welcome in "the emphasis on the practical and mystical side of religion," declaring that "the weakness of modernism has been, and still is, over-intellectualism. It has strett Biblical criticism, freedom of religious thought, progress of theology, but man does not live by the categories of the intellect alone. His instinct for worship and for service must be met and satisfied." But

"In nothing, perhaps, is the newly launched association more modern than in its desire to bring about the reunion of the Churches. The present situation is a scandal and an offense to God and man. If the Modern Churchmen's Union can do anything to improve the relations between our own Church and the other reformed Churches it will go far to justify its existence. On all these and on other grounds we welcome this new sign of life within our borders. Every man and woman that claims spiritual loyalty to the Episcopal Church should deem it at once a privilege and a duty to rally to a banner on which are inscribed words that speak of loyalty to Christ and to the sufficiency of His revelation to meet the needs of the new age."

The other officers of the Modern Churchmen's Union, as reported in the press, are: Vice-presidents: the Rev. Elwood Worcester, rector of Emanuel Church, Boston; the Rev. Russell Bowie, rector of St. Paul's Church, Richmond, Va., and editor of *The Southern Churchman*; the Rev. Dr. Leighton Parks, rector of St. Bartholomew's Church, New York City; the Rev. Frank Nelson, Cincinnati; the Rev. Carl Grammer, Philadelphia; the Rev. Hugh Birkhead, rector of Emanuel Church, Baltimore; the Rev. Dr. Edward S. Travers, Dean of the Cathedral, St. Louis, Missouri; and Mrs. Willard Straight; Treasurer, George Foster Peabody; and Secretary, Dr. H. N. Arrowsmith, of the Cathedral of the Incarnation, Baltimore.

## A RITUAL PRAYER FOR SOCIAL JUSTICE

**S**PLENDID JUDAISM AS IT IS, the liturgical appeal for economic justice recently incorporated in the Jewish Union Prayer Book, and used for the first time on the Day of Atonement, is also good Christianity, we are told, since it can be applied to all races and religions. The new prayer, the idea of which is as old as the injunction, "Thou shalt not muzzle the ox that treadeth out the corn," is an appeal for the rights of labor and a warning against the sin of covetousness. Some may question its appropriateness, says *The Jewish Tribune* (New York), "but every one who knows of the unfortunate attitude of labor toward religion will welcome this first modern attempt officially to emphasize in our ritual the duty which the employer owes to his employee." The prayer runs, in part, as follows:

"On this day of self-examination let us search and examine our ways in genuine integrity of mind, and in humility of spirit make acknowledgment that we ourselves have not been sufficiently mindful of the interests and rights of our fellow men. We have been too ready to seize upon any excuse to hold what we have, and even to multiply it without due regard to the welfare of our brothers and sisters who depend upon us. In this solemn hour let us resolve to be helpful to the men and women who earnestly and sincerely strive to make a better world, and

let us on our own part seek to establish this world by such justice as shall be stimulated by generous sympathies, and by such righteousness as shall be based upon genuine sacrifice. . . .

"If our world is torn by great divisions and suspicions due to what is believed to be an unfair and unjust distribution of the world's goods, we can not and must not regard such a condition as inevitable and normal. No peace of mind is possible when one lives in the shadow of unwarranted economic uncertainty and in the fear of industrial power that is felt to be used arbitrarily. It is well to be reminded that, even if these fears and suspicions are groundless, they yet remain unsettling influences in the lives of men. They yet disturb them and rob them of confidence in themselves and faith in their fellow men. But the fears of great masses of men have a foundation, and the recurrent protests of thousands of men and women are justified. Upon this day, when our hearts are searched by Him who sees and knows all, it is for each one of us to summon his own conscience to help rectify the wrong according to his power."

The prayer recalls to the Brooklyn *Eagle* the trend of the Federal Council of Churches of Christ in America along the same line of protest against social injustice, "a trend that has not been without its clashes with the dominant minds in those classes which give largest material support to the churches as they now exist." Most of us, we are told, may believe that only approximations of fair and just distribution of this world's goods are possible in any civilization and that nowhere else is there so close an approximation as in America. "That is probably the view of wealthy and powerful Jews as it is the view of wealthy and powerful Christians:

"But Christians and Jews who are neither wealthy nor powerful are vastly more numerous. Intelligent and progressive rabbis, like intelligent and progressive ministers, seek to stem the tide of desertion from regular religious connections by making this majority class feel that the spirit of the synagogue and the spirit of the church is one of sympathy with all reasonable demands of cooperation in all reasonable reforms. And, as unfaith and anarchy are twin sisters, these efforts are entitled to universal encouragement."

### THE HARVEST

By William Norris Burr

**A**LL harvest hopes are shattered by the frost!  
The labor of the year is spent in vain!  
All through the growing season sun and rain  
Favored my fields for fatness; but—all's lost!  
No 'joy of harvest' this year!"

At such cost  
Of mental vigor did a man complain—  
Both mind and heart impoverishing by the strain—  
When lo! these sights his inner vision crossed:

Fields of fine friendship to be harvested;  
Laughter of little children; love-feasts spread  
On his own dear home-tables; noble thought  
Sown for his harvesting by men who'd wrought  
In high-soul'd passion; beauty of the sod,  
The sky, the mountain; music; soul-throbs; God!

—*The Congregationalist* (Boston).

# For the millions who love Tomato Soup!

Right from the heart of the luscious tomato comes Campbell's Tomato Soup! Just the pure delicious, tonic juices and rich "meat" from the flawless fruit, sun-ripened on the vines! Every tomato is washed five times in crystal-pure running water. Every trace of skin, seed and core fibre is strained out, leaving only the smooth, delightful tomato puree. This is enriched with choice butter and blended and spiced, after our own exclusive recipe, to as tempting a tomato soup as ever was placed upon a dining table! Just taste it!



12 cents a can



# CURRENT - POETRY

*Unsolicited contributions to this department cannot be returned.*

**B**ECAUSE of Beauty" Miss Morgan calls her new volume, from which, because of its beauty, we reprint the appealing poem.

## A MAN TO A WOMAN

BY ANGELS MORGAN

And you shall walk with other loves  
Because I left you free;  
Of other souls shall take your fill  
Who loved the soul of me.  
And you shall have your feast with those  
Who never saw my face . . .  
And yet beside you at the board  
My heart shall have its place.

And though you seek for Arcady  
Where once you sought for me.  
And though with others you may share  
Our Paradisal tree,  
So greatly doth your spirit hold  
My being in its spell,  
That he whose word shall comfort you  
Shall comfort me as well.

In other climes and other years  
Beyond the alluring sea,  
Oh you shall go your wilful way  
Who might have gone with me.  
And you shall give to other loves  
What you to me denied.  
And you shall call him what you will  
Who dwelleth by your side . . .

So deeply hath my spirit claimed  
Its old captivity,  
That he who clasps the form of you  
Shall hold the heart of me.  
With other friends the future years  
Your cycle shall fulfil.  
Yet I who stand from you apart . . .  
I am your lover still!

**TOWN or country? Country or town?**  
In the *New York Evening Post*, three stanzas condemn the town, while, in the *London Chapbook*, three stanzas defend it. Here we print both poems:

## TO THE URBANE

BY RAYMOND HOLDEN

Who can not drink the wild wind,  
Must set dry lips to little pools.  
Who can not feed upon sun-fire  
Must wait until the sun cools.

So raise your towering city walls,  
You miserable all!  
Build strong roofs above your heads  
To catch the stars that fall.

Stop your ears against the wind,  
Ward the great light from your eyes,  
Clothe the naked earth with cobbles,  
Tell old horses you are wise!

## NEVER, NEVER DID I DREAM

BY HAROLD LEWIS-COOK

I never thought that I should walk  
In ecstasy the streets of town,  
Or find a heart more beautiful  
Than red leaves fluttering down.

I did not know archangels pass  
In human guise among the trees,  
And never, never did I dream  
That I should walk with these.

But by my side one went to-day;  
I saw, and I had speech with him,  
And I forgot, who ne'er forgot,  
How cold are streets, and grim!

FROM *Contemporary Verse* (Philadelphia) we select three poems of nature—or of nature and life:

## A WOOD PATH IN AUTUMN

BY LENA M. HALL

I've waded ankle deep in moving gold.  
A golden mist has all enfolded me.  
I have heard rhythmic murmurs, sounding low  
The full-toned diapason of the sea.

I've walked through living flame without a fear;  
Plucked burning brands where vivid sumacs  
throng.  
O little birds, too early winging south,—  
What wealth of wasted fabric for a song!

## THE GOLDFINCH

BY CLARISSA WEEKS AVERY

This is the soul of the yellow rose  
That was tethered and mute so long  
Darling about on golden wings,  
And glad in the gift of song.

It left its throne on the mother bush,  
And gave its heart to a bee,  
And flies in the golden sunlight now—  
The soul of a rose set free.

## LET ME IN!

BY NORA ARCHIBALD SMITH

There came a little sobbing wind,  
Sighing at the crevice of the casement,  
Prying at the pane with trembling fingers,  
Moaning in the darkness of the night:  
Lonely, desolate, afraid, uncomfited,  
Shut out from warmth, from light, from company,  
Out in the cold, the rain, the silences.

What alleth thee, O wind?  
Why dost thou strive to force my casement?  
Why dost thou sigh and moan and thus complain?  
What wouldst thou have of me, unhappy wind?

"I am shut out, shut out, chilly and comfortless,  
From time's creation do I walk apart.  
Fire hath a roof, water an abiding,  
Light hath a house wherein to dwell;  
Only the wind can nowhere find a shelter,  
Hapless, aloof, homeless, a-cold and lone!"

Oh, brother wind, well do I know thy story.  
I also am uncomfited, alone;  
Restless, uneasy, like a dry leaf blowing,  
Sighing and moaning at my dear one's window  
Tearing her lattice in the gloomy dark.  
Like thee, I have no home, no comforting,  
Like thee, I shiver in the bitter cold.  
Oh, let me in! true love, for love of loving,  
No shelter have I save within thy heart!

A LITTLE book called "The Village Street and Other Poems" brings us this

## SONG

BY FREDERICK FAUST

When the almond trees are sweet  
With blossoms pale as foam,  
We'll walk together to the church  
And walk together home;

Some evening when the almond bloom,  
The earliest of the year,  
Is falling slowly, spirit-soft,  
On you and me, my dear;

Some evening when the wind is hushed  
And both our hearts are still  
For wonder that so large a world  
Should hold so little ill.

A GRACEFUL writer of verse, himself, Mr. Don Marquis welcomes poets as contributors to his column in the *New York Tribune*, and it is there that we read the strangely elusive, but nevertheless charming lyric called

## THE OTHER GARDEN

BY MARTHA BANNING THOMAS

I must find the other garden,  
Where the moon lets down her hair,  
And the little fluted fountain  
Has a singing gown to wear.

I must find the smooth gray pebbles  
On the path beside the gate,  
Where the lonely poplar listens  
And the leaves have learned to wait

For the whisper of your coming,  
And your shadow springing tall  
To quench the fragrant pattern  
Of the roses on the wall—

I must find the other garden  
And the little fountain there,  
For perhaps you have remembered  
How the moon lets down her hair!

RECENTLY we reproduced a touching poem about "The Unwilling Gypsy," and now, in the *London Mercury*, we find this miniature of a willing Gypsy:

## EPITAPH ON A VAGABOND

BY ALEXANDER GRAY

Careless I lived, accepting day by day  
The lavish benison of sun and rain,  
Watching the changing seasons pass away  
And come again.

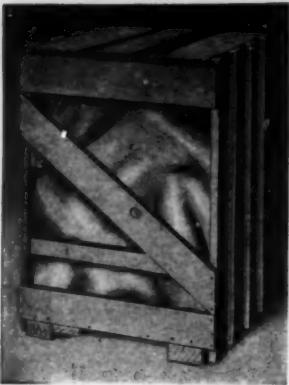
Now the great Harvester has stilled my breath;  
In this cold house I neither hear nor see.  
Thought in my life I never thought of Death,  
Death thought of me.

An accomplished editor of verse remarks that "one of the fruits of Witter Bynner's Oriental journeys is, no doubt, the following poem" in the *New York Nation*:

## A GOOD-BY FROM THE SHIP

BY WITTER BYNNER

Meetings are only partings, friend.  
We might have known  
That in the end  
Every one goes his way alone . . .  
We shared blue mornings on the sea,  
White mountain-moons.  
You played for me  
On your bamboo-flute the Chinese tunes  
That went with wine-cups and the song  
Chrysanthemum sang.  
Ten stanzas long,  
When she laughed with us in Chinkiang.  
Pure were the poems you explained  
On Canton walls  
The day it rained;  
And always now the twilight falls  
More quietly because you said:  
"This is the hour  
When griefs are shed  
As light as petals from a flower."  
These things and other things are mine  
To bless you for.  
We send a sign  
Of goodwill, between ship and shore . . .  
Meetings like ours have always shone  
Beyond their end—  
But we might have known,  
Meetings are only partings, friend.



The 3-way corner, efficient bracing, and improved skids make this crate a better protector of contents than the one opposite. The new crate saves material and labor. It requires 18% less lumber. It is made with only 26 pieces of material; the old crate required the cutting and fitting of 37 pieces.

This crate was formerly used by an American manufacturer for packing a piece of heavy machinery. This shipper, alert to the possibilities of reducing damage to goods in transit and of rendering better service to his customers, sought the co-operation of a Weyerhaeuser crating engineer. The better crate opposite was evolved.



## Do Claims Compensate for Damaged Freight?

A DEALER has waited several weeks for a shipment ordered by wire. His customer is patient but insists that the delay is proving costly.

The goods finally arrive—in badly damaged condition. More delays and disappointments.

A claim can be filed against the railroad, but arguments and damage claims are poor substitutes for goods sorely needed.

THE mere monetary loss involved in a freight claim is but one chapter in the story of damaged freight. That priceless adjunct of a growing business, the good will of the dealer and his customer, is impaired.

That is why broad-visioned executives in all lines of business are investigating the subject of better packing. They are looking to their shipping departments as one means of reducing the percentage of customer turnover. Using safe packing as a new selling tool, as another aid in outstripping competition, and as a creator of good will.

THROUGH the redesigning of crates and changes in packing methods, damage to goods in transit can be materially reduced. At the same time substantial savings can often be effected through reduction in packing costs and transportation charges.

One shipper, who uses 300

cars of crating lumber annually, reports that, through the co-operation of a Weyerhaeuser crating engineer, he is now saving 25% of the lumber formerly required for one of his crates, and 18% on another; another shipper states that, through the use of a lighter species of lum-

ber and a new design, he has reduced the shipping weight of one item sufficiently to effect an annual saving of \$10,000 in freight charges alone.

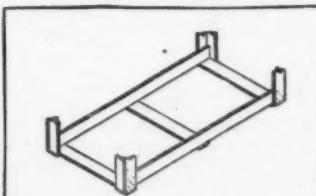
Every day Weyerhaeuser crating engineers are on the job showing shippers how to prevent shipping losses, and in many cases pointing out large savings that can be made in their packing practices.

WITHOUT obligation or cost to you, a Weyerhaeuser practical crating engineer will come to your plant, and with the co-operation of your shipping department, redesign your shipping containers to fit the product to be packed.

Lumber is the standard material for shipping containers. For this purpose, this organization offers to factory and industrial buyers, from its fifteen distributing points, ten different kinds of lumber of uniform quality and in quantities adequate to any shipper's needs.

A booklet, "Better Crating," which outlines the principles of crate construction and explains the personal service of the Weyerhaeuser engineers, will be sent on request to any manufacturer who uses crating lumber.

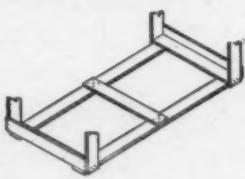
Weyerhaeuser Forest Products are distributed through the established trade channels by the Weyerhaeuser Sales Company, Spokane, Washington, with branch offices at 208 South La Salle Street, Chicago; 220 Broadway, New York; Lexington Building, Baltimore; and 4th and Robert Streets, St. Paul; and with representatives throughout the country.



Frequently, crates that appear sound to the casual observer, fail in action because certain hazards of transportation have been overlooked or disregarded in the crate design.

The drawing above shows the bottom of a standard crate used by a manufacturer in shipping an article weighing several hundred pounds. Heavy packages of this character are seldom lifted. They are usually dragged or skidded in the direction of the long dimension. The bottom of this crate is such that the crate cannot be dragged across the floor without danger of tearing loose some of the frame members with possible consequent damage to the contents.

Chance for damage from this particular hazard has been eliminated in the redesigned crate shown below. Note that two bottom members extend the full length of the crate and provide a surface on which the crate may be skidded without danger of loosened nails or frame members.



## WEYERHAEUSER FOREST PRODUCTS SAINT PAUL • MINNESOTA



Producers for industry of pattern and flask lumber, factory grades for remanufacturing, lumber for boxing and crating, structural timbers for industrial building. And each of these items in the species and type of wood best suited for the purpose.



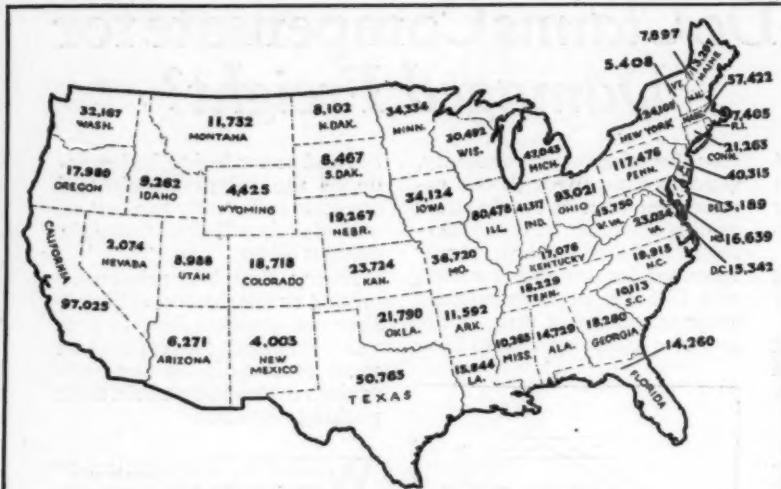
# PERSONAL GLIMPSES

## WHO READS "THE LITERARY DIGEST"?

MONG THE MANY notable readers of this periodical, as a careful survey has just shown, are:

A retired bricklayer, eighty-one years old, who lives in San Diego, California, and states that he has "one foot in the grave and the other on a banana-peel."

A Denver widow, who deposes that her occupation consists in



HOW THE DIGEST FAMILY IS DISTRIBUTED.

The figures show the actual circulation in the various States and Territories. Counting four readers to a copy (generally considered a conservative figure in the case of a magazine of general appeal), it appears that *THE DIGEST* is read by one out of every twelve persons more than 14 years old in the United States. It circulates in 3,062 of the 3,076 counties of the nation, and its circulation figures follow very closely the varying densities of population.

taking care of \$500,000 which her husband has just left her.

A gentleman in Fargo, North Dakota, who leads a dual career as finger-print expert and poet.

Another dual-careered gentleman, who is both the owner of a cafeteria and an undertaker.

Another subscriber who goes him several better, by being, simultaneously, a doctor and an undertaker.

A preacher who conducts a business as an umbrella-mender on the side.

Another preacher who turns an honest penny by working as a mule-driver in a coal-mine.

One subscriber said that he was "a dying instructor in a penitentiary." The problem as to whether he was entrusted with the executions, or was merely an instructor at the point of death, was solved when he explained, in answer to a letter of inquiry, that he taught the prisoners how to dye.

There is a suspicion in *THE DIGEST* office that, among our subscribers, there are several bootleggers. One man, hard to classify, replied to *THE DIGEST*'s question as to his occupation: "I was formerly in the liquor business, but I am not doing very much now. This is confidential."

Some of the odd and interesting occupations listed include handwriting analyst, human embryologist, astrophysicist, inventor-broker, and Indian guide.

One of the most significant facts brought out was that approximately one-fourth of our readers have two or more occupations or interests. The number of those who are interested in farming as a side line is especially large. These details with enough others to fill a good-sized book, just issued under the title, "The Work They Do and Where They Live"—a 1922

Circulation Analysis of *THE LITERARY DIGEST*—were brought out in the course of a detailed study of the businesses and professions of the readers of this journal. The study was made on the basis of the circulation of *THE DIGEST* in April of this year, when the total was 1,389,539. The information was obtained through a combination letter and questionnaire. The question-blank is reproduced in the lower right-hand corner of this page.

Two hundred and seven thousand of these questionnaires were mailed, the distribution being made evenly among our subscribers. To quote from the chapter on "How the Analysis Was Made," in the booklet mentioned above:

The replies from 207,000 letters total more than 89,000. Every one is signed, giving the name and address of the reader. The questionnaires may be examined at any time by interested persons.

To estimate the number of persons in each occupation, our fundamental unit is 89,000 and our total circulation figure is 1,389,539—the Price, Waterhouse audit figure for the issue of April 15, 1922, which is used throughout the book. Applying the law of averages, the totals were ascertained for the 184 vocational classifications.

This fundamental unit of 89,000 replies from 207,000 letters is a generous number upon which to estimate the occupations of 1,389,539 persons. The mortality tables of insurance companies confirm this statement. Mortality tables are the most scientifically computed figures in the world.

The American Experience Table of Mortality, the recognized standard table of the United States since its computation in 1868, is not only based on a radix, or fundamental unit, of 100,000, but on the death-rate of a smaller number of persons. The exact number was never recorded, but it was less than 100,000,

First Question	PLEASE STATE YOUR BUSINESS, PROFESSION OR OTHER OCCUPATION.
Please write on top line the kind of business you are in, such as Automobile, Furniture, Drug, etc. On the second line, write the branch of the business, such as Manufacturing, Wholesaling, Retailing, etc. If you farm, state branch of farming, such as Grain, Produce, Dairy, etc. If engaged in Mining, state whether it is Coal, Oil, Gas, etc. If you are not in a business, state profession, such as Artist, Cleric, Educator, Lawyer, Physician; or other occupation such as Housewife, Student, etc.	
Second Question	PLEASE STATE YOUR WORK OR POSITION.
If you are in a business, will you please state here whether you are an Owner, Firm Member, Official, Manager, Superintendent, Salesman, Advertising Man, Buyer, Engineer (kind), Operative, Clerk, etc.	
Please add "Name of Street" to me Name <u>C. Gilbert</u> Address <u>647 Federal St.</u> <u>Lynchburg, Va.</u>	

THESE QUESTION-BLANKS TOLD THE STORY.

On the basis of the replies received to 89,000 questionnaires like the sample shown above, *THE DIGEST* discovered a book-full of interesting facts about itself and its readers.

because the table was made from American insurance records and there had been less than 100,000 policies issued in the United States at that time.

During these 54 years, tens of millions of policies, based on



THIS is the du Pont Oval . . . . It is the trade-mark only of E. I. du Pont de Nemours & Company, and appears only on products made by E. I. du Pont de Nemours & Company.

You will find it on the labels of Paints, Varnishes, Enamels, Lacquers —a complete line of such products that beautify and protect your home, your factory, your car, your furniture, etc.

It identifies the lovely articles of Pyralin Toiletware that adorn your wife's dressing-table.

It is stamped upon the rolls of Fabrikoid that go to the country's great makers of automobiles and furniture, for upholstery . . . . to the makers of fine luggage and to the bookbinders and half a hundred other industries.

The textile mills, the leather plants and two score other manufacturing industries find the du Pont Oval on the containers of the Dyes they use.

It identifies the Explosives which release the ores needed by industry and fuel to keep you warm, which blast paths through mountain and forest for your roads, which clear and drain land for larger crops bringing food for your table at lower cost. On shotgun shells, it insures the safety and accuracy of your shooting.

And users of Pigments, Acids and Heavy Chemicals of many varieties, know this du Pont Oval as a mark of the highest quality.

\* \* \*

The du Pont Oval appears on this varied, this seemingly unrelated family of products, because of the ability of du Pont Chemical Engineers, who have been able to utilize the chemical knowledge or the basic raw materials that we need in our prime industry . . . . the making of explosives . . . . in making these articles that the du Pont Company feels are of value and service in other industries and to the public.

In the future . . . . and now we can only glimpse it . . . . the du Pont Company hopes to contribute, as it has in the past, to the comfort, the security and the prosperity of the American home and American industry.



**The Chemical Engineer** is a strange mingling of abilities . . . . a coupling of the man of science with the manufacturing expert. He is a chemist who knows manufacturing as well as his science, and who can take the laboratory's discoveries on the experimental scale and put them into production on the larger scale of commerce. His province is the *practical* transformation of matter from useless to useful forms. And he has brought into the world's manufacturing plants a new knowledge, a new set of abilities, that has revolutionized industry in the past generation.

*This is one of a series of advertisements published that the public may have a clearer understanding of E. I. du Pont de Nemours & Co. and its products.*

**E. I. DU PONT DE NEMOURS & COMPANY, Inc., Wilmington, Del.**

TRADE  MARK

this table, have been issued—at least 50,000,000 of which are in force to-day! In other words, the insurance world knows and bases its calculations on the fact that the actions of less than 100,000 units will indicate to a scientific accuracy the actions of any larger number of units. We are, therefore, within all mathematical law and precedent when we use 89,000 as the fundamental unit for the estimation of the occupations of 1,389,539 readers.

In determining our classifications, the U. S. Census Occupation Report was followed as closely as possible. Our entire analysis, however, was planned to meet the requirements of the sales manager and the advertising man, and therefore the Census classifications were combined or rearranged when necessary to put them on a usable merchandising basis.

The occupations of those who buy *THE DIGEST* at newsstands were considered to be of the same proportionate volume and character as those of our subscribers. *THE DIGEST* always attracts the same kind of reader, irrespective of how it is bought. Newsstand sales to farmers are naturally smaller than they are to the city man. Consequently the figure on farmers had to be obtained first and on an entirely different basis than the other part of the analysis.

The student circulation—that of sales to high-school classes (10% of our total sale in 1921)—was investigated by sending a questionnaire to 5,000 teachers, who asked each pupil to write down his father's occupation. Every copy sold to students is taken home and studied over the week-end and with the aid of the parents. Investigations have proved three home readers for each student copy.

The parents of these high-school and college students are representative of the most progressive families in America—those who are sending their children through high school and college.

In the analysis men and women in businesses and professions are counted under their particular classification, and the housewives and home women who take *THE DIGEST* in their own names are included under those living on incomes and not engaged in a gainful occupation.

Each reader was counted only once! Whenever a person had more than one occupation or business interest, he was listed only under the most important one. Thousands of business men stated that they were also engaged in farming. A number of manufacturers also maintained retail stores. Bankers were also manufacturers, and lawyers held official positions in many industries. Many doctors owned farms or superintended hospitals. Many central station executives were electrical engineers. But each reader was classified only once—under his principal occupation.

Therefore, each figure is considerably lower than the number of persons who are actually interested in each business or profession.

Perhaps the most important generalization brought out by this investigation is that 1,011,055, or 73% of *THE LITERARY DIGEST*'s circulation, is among owners, officials, executives, and professional men, which form one of the largest groups of intelligent and affluent persons in the United States whose opinions and buying habits are influenced by one publication.

Another fact, brought out by previous investigations, is that *THE DIGEST* has 2,084,309 women readers. This has been established, to quote from the booklet, "through letters of inquiry mailed to small towns as well as large cities in every State. In some homes three women read *THE DIGEST*, in some homes, two women, in some homes one woman, and there are some copies with no women readers. The average for the entire circulation of one and a half women readers to each copy is

established beyond question." It is said that nine out of every ten copies sold have one or more women readers. To quote from the booklet:

This very convincing bit of information has been brought out by additional investigations just made in 1922.

In Indiana..... 90.6% of *THE DIGEST* distributed have women readers  
In Georgia..... 88.9% of *THE DIGEST* distributed have women readers  
In Massachusetts..... 91.7% of *THE DIGEST* distributed have women readers

The balance, less than ten per cent. of the circulation, equals 133,396 copies having no women readers. This exact way of determining our market among women is unique. We were prompted to make these investigations because of our conviction that *THE DIGEST* is an ideal magazine for the present-day woman, and to definitely fix the size of our market for the advertiser of women's goods.

Throughout the Occupational Analysis, the women in businesses and professions are counted under their particular classification as individuals and not separately as women. The housewives and home women who give no occupation are counted as living on income, and not engaged in business.

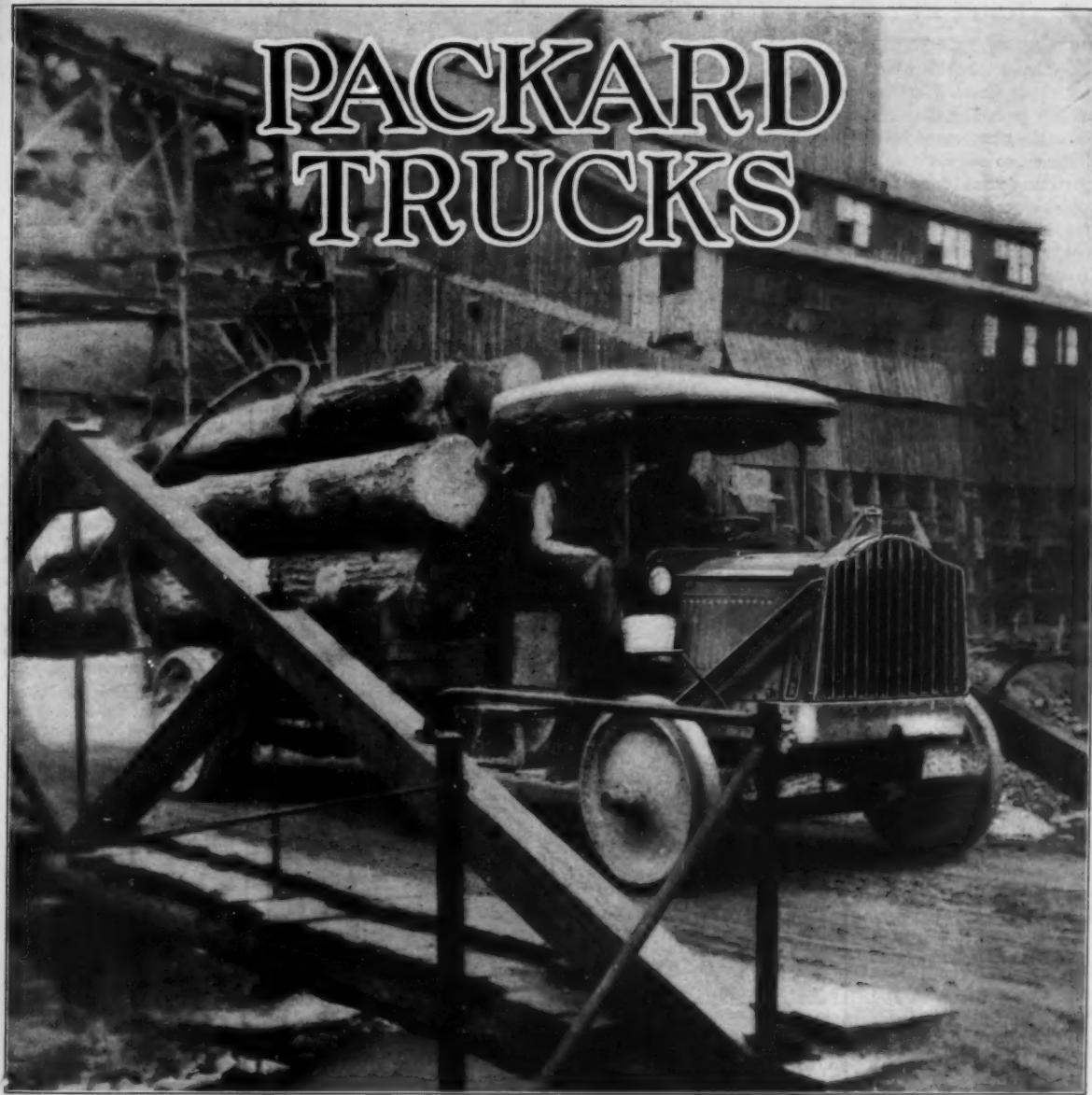
The occupational findings have been listed under a condensed summary which shows the seven main classes among *DIGEST* readers. More detailed tables are presented, one showing thirty-five subdivisions of the seven main classes, and the other one hundred and eighty-four subdivisions. The book is completed by a list showing the actual *DIGEST* circulation in the counties and cities of all the States of

the Union. Out of the grand total of 3,076 counties in the United States, *THE DIGEST* has subscribers in all but 14. We circulate in Deaf Smith County, Texas, in Sleepy Eye, Minnesota, and in Solid Comfort, California. The general distribution of our approximately million and a half copies is shown by the map reproduced on page 42 of this issue.

A condensed summary of the occupations of *LITERARY DIGEST* subscribers is given in the table in the middle of this page. The places where these folks live are classified as follows:

Rural Districts.....	177,112	13%
Towns 1,001 to 2,500.....	127,258	9%
Towns 2,501 to 10,000.....	211,621	15%
Towns 10,001 to 25,000.....	141,382	10%
Cities 25,001 to 100,000.....	205,367	15%
Cities 100,001 to 500,000.....	239,886	17%
Cities 500,000 and over.....	258,508	19%
Outside of the United States.....	28,405	2%
<b>Total.....</b>	<b>1,389,539</b>	<b>100%</b>

The growth of the circulation to the present imposing figures, as charted in the booklet quoted above, was gradual in the earlier years. In 1915 the total weekly circulation reached 360,000. By the end of 1917 more than 100,000 had been added. Two years later, in 1919, the total was nearly 900,000. Last year, 1921, registered the greatest gain in circulation shown throughout thirty-one years' progress—a total of more than 240,000—and the present year bids fair to equal or surpass that record.



*One in every ten motor trucks of 2-ton capacity and over, in America, is a Packard Truck.*

Realize fully, if you please, the degree of Packard preference which this high ratio indicates.

To grasp its significance completely you should know that there are 149 producers in the United States making trucks of from 2 to

2½-ton capacity, 109 making 3 to 4-ton trucks, and 75 making trucks of 5-ton capacity, or over.

This leadership of Packard is directly traceable to its superiority in the qualities which every truck-buyer earnestly seeks.

In other words, Packard has firmly established itself as a better-paying investment in dependability, performance and all-around economy—whether used singly or in fleet.

*Packard Trucks range in capacity from 2 tons to 7½ tons; and in price from \$3,100 to \$4,500*

In 682 cities and towns throughout the United States, Packard Truck Service Stations give owners highly skilled service at a reasonable cost. Packard Truck costs, always low because the sound Packard construction minimises the need of repair, are held still lower by this expert, broadcast service.

**Ask the man who owns one**

## WILSON IN THE ARMISTICE CRISIS

PRESIDENT WILSON'S TENDENCY to play a "lone hand" in this country's conduct of affairs pertaining to the Great War was modified, it appears, in the days shortly preceding the Armistice. The results of taking advice from the members of his Cabinet, however, were not, in every instance, so successful as to encourage him to keep it up. His partisan demand for a Democratic Congress, for instance, from which a good many critics of his Administration date his downfall, is put squarely up to Secretary Burleson in a remarkable newly published series of letters by ex-Secretary Lane. Secretary Burleson is shown as a man who exercised a good deal of influence over the President, mostly obtained by irritating Wilson into doing what the then Postmaster-General desired. The Cabinet, as a whole, is represented as having very little influence on national policies most of the time. In the course of some "Notes on Cabinet Meetings," found in Lane's files, included in the large and eclectic volume, "Letters of Franklin K. Lane," published by Houghton-Mifflin, Secretary Lane records, under the date of October 23, 1918: "For some weeks we have spent our time at Cabinet Meetings largely in telling stories." Mr. Lane's intimate record of the attitude of the Nation's Government at this historical crisis continues, under date of October 23, 1918:

Even at the meeting of a week ago, the day on which the President sent his reply to Germany—his second Note of the Peace Series—we were given no view of the Note which was already in Lansing's hands and was emitted at four o'clock; and had no talk upon it, other than some outline given offhand by the President to one of the Cabinet who referred to it before the meeting; and for three-quarters of an hour told stories on the war, and took up small departmental affairs.

This was the Note which gave greatest joy to the people of any yet written, because it was virile and vibrant with determination to put militarism out of the world. As he sat down at the table the President said that Senator Ashurst had been to see him to represent the bewildered state of mind existing in the Senate. They were afraid that he would take Germany's words at their face value.

"I said to the Senator," said the President, "do they think I am a damned fool?" . . . Yet Senator Kellogg says that Ashurst told the Senators that the President talked most pacifically, as if inclined to peace, and that Ashurst was "afraid that he would commit the country to peace," so afraid that he wanted all the pressure possible brought to bear on the President by other Senators. At any rate, the Note when it came had no pacificism in it, and the President gained the unanimous approval of the country and the Allies.

But all that had been a week ago. Germany had come back with an acceptance of the President's terms—a superficial acceptance at least. "Hence the appeal to the Cabinet yesterday," records Mr. Lane, who thus deals with the President's changed attitude toward his Cabinet:

This was his opening: "I do not know what to do. I must ask your advice. I may have made a mistake in not properly safeguarding what I said before. What do you think should be done?"

This general query was followed by a long silence, which I broke by saying that Germany would do anything he said.

"What should I say?" he asked.

"That we would not treat until Germany was across the Rhine."

This he thought impossible.

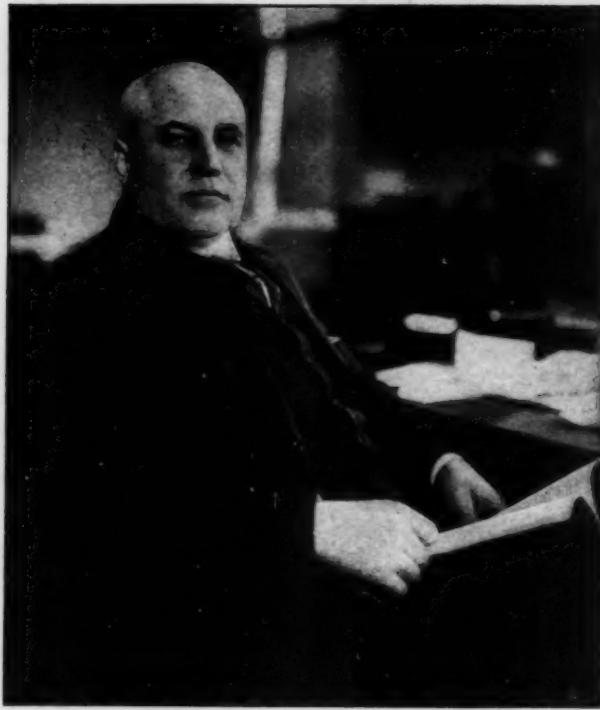
Then others took a hand. Wilson said the Allies should be consulted. Houston thought there was no real reform inside Germany. McAdoo made a long talk favoring an armistice on terms fixt by the military authorities. Strangely enough, Burleson, who had voted against all our stiff action over the *Lusitania*, and has pleaded for the Germans steadily, was most belligerent in his talk. He was ferocious—so much so that I thought he was trying to make the President react against any stiff Note—for he knew the President well, and knows that any kind of strong, bloodthirsty talk drives him into the cellar of pacifism. . . .

One of the things McAdoo said was that we could not financially sustain the war for two years. He was for an armistice that would compel Germany to keep the peace, military superiority recognized by Germany, with Foch, Haig, and Pershing right on top of them all the time. Secretary Wilson came back with his suggestion that the Allies be consulted. Then Baker wrote a couple of pages outlining the form of such a Note suggesting an armistice. I said that this should be sent to our "partners" in the war, without giving it to the world, that we were in a confidential relation to France and England, that they were in danger of troubles at home, possible revolution, and if the President, with his prestige, were to ask publicly an armistice which they would not think wise to grant, or which couldn't

be granted, the sending of such a message into the world would be coercing them. The President said that they needed to be coerced, that they were getting to a point where they were reaching out for more than they should have in justice. I pointed out the position in which the President would be if he proposed an armistice which they (the Allies) would not grant. He said that this would be left to their military men, and they would practically decide the outcome of the war by the terms of the armistice, which might include leaving all heavy guns behind, and putting Metz, Strasburg, etc., in the hands of the Allies, until peace was declared.

I suggested that Germany might not know what the President's terms were as to Courland, etc., that this was not "invaded territory." He replied that they evidently did, as they now were considering methods of getting out of the Brest-Litovsk Treaty. He said he was afraid of Bolshevism in Europe and the Kaiser was needed to keep it down—to some order. He really seemed alarmed that the time would come soon when there would be no possibility of saving Germany from the Germans. This was a new note to me.

He asked Secretary Wilson if the press really represented the sentiment of the country as to unconditional surrender. Wilson said it did. He said that the press was brutal in demanding all kinds of punishment for the Germans, including the hanging of the Kaiser. At the end of the meeting, which lasted nearly two hours, he asked to be relieved of Departmental matters as he



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A FRANK CABINET MEMBER.

The late Franklin K. Lane, Secretary of the Interior under Wilson, makes a remarkable contribution to recent history in his newly issued volume of letters.

"GMC TRUCKS ARE SEVEN STEPS AHEAD"



## Opening the Way for Volume Truck Haulage

*GMC Truck Tractors, By Cutting Costs In Two, Now Make It Profitable To Transport Heavy Loads Over Highways*

Development of the GMC Truck Tractors, with semi-trailer and four wheel trailer equipment, has for the first time made possible the economical transportation by motor truck of big tonnage loads.

GMC Truck Tractors produce more pulling power, more speed and more economy than ever before has been produced in any one truck unit.

Equipped with the GMC Two-Range Transmission, which multiplies economical engine power into new and almost unheard of power at the wheels, and into higher road speeds—these tractors will haul semi-trailer and trailer loads through heavy roads and up grades where other motor

truck equipment cannot travel.

Loads as great as 15 tons can now be transported with a saving, in certain cases, of as much as 50 per cent over old style equipment, and with a distribution of the load that meets every requirement of safety to the structure of the highways.

Trailers and semi-trailers cut loading and unloading time to a minimum. They allow the wonderful power, speed and economy produced by this GMC Truck Tractor to be utilized to its fullest measure—not limited by what the truck alone can carry.

Write for a new illustrated booklet "Modern Freight Transportation."

**GENERAL MOTORS TRUCK COMPANY—Pontiac, Mich.**  
Division of General Motors Corporation

**GMC Truck Tractors are Made in Three Sizes for Hauling Loads of 5, 10 and 15 Tons: The Chassis Prices are 5-Ton, \$2450; 10-Ton, \$3700; 15-Ton, \$4050**

# General Motors Trucks

GMC Truck Chassis list as follows:  
1-Ton, \$1295; 2-Ton, \$2375;  
3½-Ton, \$3600; 5-Ton, \$3950



*All Prices are for Chassis only,  
at the Factory. Tax to be Added*

was unable to think longer. I wrote a summary of the position he took and read it after Cabinet Meeting to Houston and Wilson, who agreed. It follows:

If they (the Allies) ask you (the President), "Are you satisfied that we can get terms that will be satisfactory to us without unconditional surrender?"

You will answer, "Yes—through the terms of the armistice."

"By an armistice can you make sure that all the fourteen propositions will be effectively sustained, so that militarism and imperialism will end?"

"Yes, because we will be masters of the situation and will remain in a position of supremacy until Germany puts into effect the fourteen propositions."

"Will that be a lasting peace?"

"It will do everything that can be done without crushing Germany and wiping her out—everything except to gratify revenge."

Under date of November 1, Secretary Lane's notes deal with the Austrian situation—and with the effect on the President of a phrase introduced by the then Postmaster-General. To quote from the record made at the time of the meeting:

At last week's Cabinet we talked of Austria—again we talked like a Cabinet. The President said that he did not know to whom to reply, as things were breaking up so completely. There was no Austria-Hungary. Secretary Wilson suggested that, of course, their Army was still under control of the Empire, and that the answer would have to go to it.

Theoretically, the President said, German-Austria should go to Germany, as all were of one language and one race, but this would mean the establishment of a great central Roman Catholic nation which would be under the control of the Papacy, and would be particularly objectionable to Italy. I said that such an arrangement would mean a Germany on two seas, and would leave the Germans victors after all. The President read dispatches from Europe on the situation in Germany—the first received in many months.

Nothing was said of politics—altho things are at a white heat over the President's appeal to the country to elect a Democratic Congress. He made a mistake. . . . My notion was, and I told him so at a meeting three or four weeks ago, that the country would give him a vote of confidence because it wanted to strengthen his hand. But Burleson said that the party wanted a leader with *guts*—this was his word and it was a challenge to his (the President's) virility, that was at once manifest.

The country thinks that the President lowered himself by his letter, calling for a partisan victory at this time. . . . But he likes the idea of personal party-leadership—Cabinet responsibility is still in his mind. Colonel House's book, "Philip Dru," favors it, and all that book has said should be, comes about slowly, even woman suffrage. The President comes to *Philip Dru* in the end. And yet they say that House has no power. . . .

International Bolshevism came up for consideration in a meeting which is reported under the date of "Election Day, November 5, 1918":

At Cabinet some one asked if Germany would accept armistice terms. The President said he thought so. . . . The President spoke of the Bolsheviks having decided upon a revolution in Germany, Hungary, and Switzerland, and that they had ten million dollars ready in Switzerland, besides more money in Swedish banks held by the Jews from Russia, ready for the campaign of propaganda. He read a dispatch from the French Minister in Berne, to Jusserand, telling of this conspiracy. Houston suggested the advisability of stopping it by seizing the money and interning the agitators. After some discussion, the President directed Lansing to ask the Governments in Switzerland and Sweden to get the men and money, and hold them, and then to notify the Allies of what we had done and suggest that they do likewise. Lansing suggested a joint Note, but the President vetoed this idea, wanting us to take the initiative. He spoke of always having been sympathetic with Japan in her war with Russia, and thought that the latter would have to work out her own salvation. But he was in favor of sending food to France, Belgium, Italy, Serbia, Roumania, and Bulgaria just as soon as possible; and the need was great, also, in Austria.

He said that the terms had been agreed upon, but he did not say what they were—further than to say that the Council at Versailles had agreed to his fourteen points, with two reservations: (1) as to the meaning of the freedom of the seas, (2) as to the meaning of the restoration of Belgium and France. This word he had directed Lansing to give to the Swiss Minister for Germany—and to notify Germany also that Foch would talk the terms of armistice. . . . He is certainly in splendid humor and in good trim—not worried a bit. And why should he be,

for the world is at his feet, eating out of his hand! No Cesar ever had such a triumph!

The next entry gives an intimate view of the causes of the "slap in the face" administered to the President by the nation at large in the election of 1918. This "note" runs as follows:

November 6, 1918.

Yesterday we had an election. I had expected we would win because the President had made a personal appeal for a vote of confidence, and all other members of the Cabinet had followed suit, except Baker who said he wanted to keep the Army out of politics. The President thought it was necessary to make such an appeal. He liked the idea of personal leadership, and he has received a slap in the face—for both Houses are in the balance. This is the culmination of the policy Burleson urged when he got the President to sign a telegram which he (Burleson) had written opposing Representative Slayden, his personal enemy, from San Antonio, and, in effect, nominating Burleson's brother-in-law for Congress. We heard of it by the President bringing it up at Cabinet. Burleson worked it through Tumult. The President said that he did not know whether to write other letters of a similar nature as to Vardaman, Hardwick, *et al.* I advised against it, saying that the voters had sense enough to take care of these people. Burleson said, "The people like a leader with guts." The word struck the President's fancy and altho Lansing, Houston and Wilson also protested, in as strong a manner as any one ever does protest, the letters were issued. . . . Even before the Slayden letter was one endorsing Davies, in Wisconsin, as against Lenroot. . . . Then came the letter to the people of the whole country, reflecting upon the Republicans, saying that they were in great part pro-war but not pro-Administration.

In the next entry the Secretary mentions a personal inconvenience brought about by the President's order against discussion of any reconstruction plan. As usual, there is no criticism of the President. This entry runs:

November 11, 1918.

On Sunday I heard that Germany was flying the red flag, and postponed my promised visit to the Governors of the South, to be held at Savannah. At eleven yesterday word came that the President would speak to Congress at one, and that he would have no objection if the Departments closed to give opportunity for rejoicings. I went to a meeting of the Council of National Defense and spoke, welcoming the members. It was a meeting called by Baruch to plan reconstruction—but the President had notified him on Saturday that he could not talk or have talking on that subject. So all I could do was to give a word of greeting to men who are bound to be disappointed at being called for nothing.

The President's speech was, as always, a splendidly done bit of work. He rose to the occasion fully and it was the greatest possible occasion. . . . Lansing says that they (he and the President) had the terms of the armistice before election—terms quite as drastic as unconditional surrender.

Some years later Mr. Lane wrote to James M. Cox, then Democratic nominee for President, that "loyalty to the President's principles does not mean loyalty to his methods," but the many reports of friction between him and the President, resulting in his resignation, in February, 1920, seem to be negated by a letter to his brother, dated November 28, 1919. He writes:

MY DEAR GEORGE: Do not be surprised if you hear that I am out of the Cabinet soon, for I have been offered two fifty-thousand a year places, and another even more. I don't want to leave if it will embarrass the President, but I do want something with a little money in it for a while. . . . But I must see the President before I decide . . . and I don't know when that will be, now that he is sick.

This life has a great fascination for every one, and I dread to leave it; for anything else will bore me, I am sure. I deal here only with big questions and not with details—with policies that affect many, and yet I have but a year and a half more, and then what? Perhaps it is as well to take time by the forelock, tho I do not want to decide selfishly nor for money only. I must go where I can feel that I am in public work of some kind. . . .

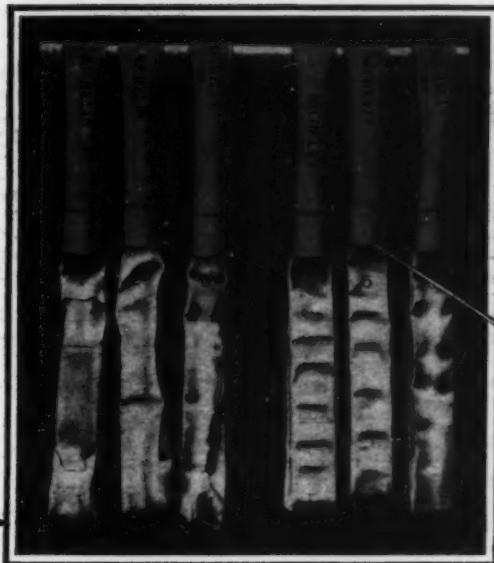
. . . I have served him (the President) long and faithfully under very adverse circumstances. It is hard for him to get on with any one who has any will or independent judgment. Yet I am not given to forsaking those to whom I have any duty. However, we shall see. I write you this, that you may not be misled by the thought that there has been or is any friction. Of course you won't speak of it to any one.

FRANK.

# MICHELIN

## ring-shaped tubes

EACH of the tubes here shown was made by cementing together half a Michelin Tube and half a tube of some other well known make. The composite tubes were then run to destruction. The Michelin sections retained their life and strength when all the other sections had blown out.



## Millions of Dollars Can Be Saved Each Year In This Way:

MOST motorists are surprised when they stop to figure how much money can be saved by buying inner tubes more carefully.

It is a common practice to discard the inner tube with every casing that wears out. But this is not at all necessary if Michelin Ring-Shaped Tubes are used. They outlast a number of casings.

And more important still is the saving which Michelin Tubes effect in tire bills.

It is the general belief that blow-outs are caused by the tire giving way and allowing the tube to blow through the break. But often the tube gives way first. When this

happens the tube is likely to blow its way through the tire if the latter has been weakened in service. And at all events you are certain to run some yards on a totally deflated tire and thus injure it seriously.

Will the tubes you use shorten the life of your tires in this way? Just examine them after they have gone five or ten thousand miles. Inferior tubes will feel hard and lifeless. But Michelin Tubes will have their original toughness and velvety softness. Michelin Tubes will not give way. Nor will they develop slow leaks that will injure the tire because of under-inflation.

For economy in tube and tire bills use Michelin Ring-Shaped Tubes.

TO USERS OF DISC WHEELS: Michelin Ring-Shaped Tubes can now be had with angle-valves, making inflation easy from the outside of the wheel

**MICHELIN TIRE CO., Milltown, N. J.**

Branches in 30 Cities. Dealers Everywhere

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# Does this smoker know what he's talking about?

**He says the best pipe  
of the day is the  
first one**

A smoker from Zanesville, Ohio, who prefers to conceal his identity under the initials "A.K.K." insists that the after-breakfast pipe is far and away the best pipe of the day.

"Of course," writes A.K.K., "it depends somewhat on the breakfast. I couldn't get much joy out of a pipe after getting up from burnt oatmeal, bad coffee, and soggy toast. But after one of the breakfasts my wife can turn out, that's different!"

"Then when I step out on the porch and light up the old pipe, I very nearly approach the pinnacle of my day. As I figure it, one puff after breakfast is worth a dozen puffs after dinner.

"But please don't let this preference of mine for an early-morning pipe in any way injure my standing as an inveterate pipe smoker. I smoke from breakfast until bedtime and get a lot of pleasure out of each pipe, provided always that I use the right kind of tobacco."

At this point it seems only fair to admit that A.K.K. is an Edgeworth smoker.

Thousands of smokers all over the country have discovered that Edgeworth is just the "right kind of tobacco" to suit their tastes.

Edgeworth may or may not be the right kind of tobacco for you. At least we want to give you the opportunity of finding out just what you do think about it.

Just jot your name and address down on a postal and we will send you immediately free samples, both of Edgeworth Plug Slice and Ready-Rubbed. If you will also include the name and address of the dealer from whom you usually purchase your tobacco supplies, we will appreciate the favor.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome tin humidors, and also in various handy in-between sizes.

For the free samples address **Larus & Brother Company, 5 South 21st Street, Richmond, Va.**

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, **Larus & Brother Company** will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.



## COMMANDER OWSLEY, OF THE LEGION, AND HIS FOUR POINTS

THE American Legion has a new Commander-in-Chief, and the new Commander has Four Points, and both the Commander and his points have been greeted with acclaim wherever the far-flung American veterans' organization has established a branch. If the new Legion head, Alvin M. Owsley of Texas, gains importance from having been chosen to put punch behind the Four Points, the Four Points, it is frequently pointed out, gain a great deal of importance through having such a personality as is included in Mr. Owsley, to put punch into them. The new Legion leader, in addition to being a Texan, is a lawyer of standing, an accomplished and convincing speaker, an ex-warrior who took part in two major engagements, and finished the war a Lieutenant-Colonel. The points, behind which he has pledged himself, to put energy enough to drive all four of them home into the consciousness of the American people, are given as:

Hospitalization  
Rehabilitation  
Adjusted Compensation  
Americanization

In his speech of acceptance, Commander Owsley pithily said:

"Please accept my heartfelt gratitude for the greatest honor that could come to one who served in the World War.

"We pledged to America in the World War that we were her defenders. We must now pledge even greater service. There are four great principles on which we rest.

"I pledge the best energies of my manhood and my sacred honor."

"The story of Alvin M. Owsley," writes William Herschell in the Indianapolis *News*, "is an American story." The following brief biography is given:

He was born in Denton, Texas, June 11, 1888. His parents still live in Denton, and he has two brothers and five sisters. Alvin Owsley attended the public schools of Denton and later was graduated from the Virginia Military Institute, at Lexington, Virginia. His was the class of 1909, and he made a record that gained for him the rank of Captain of the class. After leaving Virginia Military Institute, Mr. Owsley became a student in the University of Texas and was graduated with honors in 1912. He next became a member of the law firm of Owsley & Owsley, a firm founded by his grandfather, in Denton, Texas.

In 1913, Mr. Owsley was elected to the Texas legislature from Denton County, and his speeches during that session gave him a State-wide reputation. He at once became a factor in State politics. Returning from the legislature, Mr. Owsley was elected District Attorney for Denton County, a position he held until the beginning of the World War. He entered the first officers' training-camp at Leon Springs, Texas, in May, 1917. Because of his previous military training he at once was commissioned a Major and assigned to the 142d infantry, attached to the 36th division, stationed at Camp Bowie, Texas.

He was detailed as divisional insurance officer, and later was transferred for duty as senior instructor in the third officers' training-camp at Camp Bowie.

During his service as senior instructor he was promoted to Lieutenant-Colonel, and then was assigned as Adjutant of the 36th division, A. E. F.

Lieutenant-Colonel Owsley participated in two great offensives overseas—the Aisne-Champagne and the Meuse-Argonne drives. After his return from France he was discharged at Camp Dix in July, 1919, then went back to Denton, Texas, his home, and was appointed assistant Attorney-General of Texas. He retained this position until his appointment as assistant director of the American Legion's national Americanism commission. Mr. Owsley then came to Indianapolis and in June, 1921, was made National Director of the Americanism campaign of the Legion, a position that has made him nationally known.

Commander Owsley's fearless attacks on radicalism, disloyalty and disrespect for the flag have not made him very popular with Bolshevism's soap-box propagandists, but he has carried on the fight against them without faltering. Owsley has gone into the hotbeds of radicalism in the larger cities and there has preached his gospel of patriotism. Clippings in the office of the American Legion tell a newspaper story of his operations.

Not only do they depict him battling the radicals of the soap-box variety, but he also steps forward to declare for an investigation of the operations of another type of disloyalist—the war profiteer. In a recent speech on the latter subject Owsley said that of 150,000 war contracts made by the Government only 17,000 had been audited, and he quoted statements from the Department of Justice that of \$40,000,000 owing the Government only \$15,000,000 had been collected. The new Commander says that when the Government proceeds to collect what is due it then more money will be available for the care of wounded and disabled soldiers. Injustices to his buddies frequently have swept the smile from the fighting Texan's face.

"While one private soldier in the service of his country served more than a year in the penitentiary for the theft of a single can of beans," Owsley has said, "men who defrauded the Government of millions of dollars still walk our streets in liberty and prosperity. And all the while the money thus unlawfully lifted from public funds might be working to make our disabled soldiers whole again."

In a recent issue of the *Chicago Daily News* the new Commander was pictured broadcasting his propaganda by radio. *The News* reported the event thus:

The radio came into its own last evening as a mighty weapon against disloyalty, and an alien trend toward un-Americanism. For the first time the voice of the American Legion, through Alvin M. Owsley, was sent broadcast throughout Chicago and vicinity over KYW.

Perspiring as he stood in the sound-proof broadcasting room on the sixteenth floor of the Edison building, Mr. Owsley faced the small transmitter and shot forth the Legion's battle program against disloyalty to thousands of listeners in American homes. It was the first radio-speaking experience of the Texas orator, who is director of the national Americanism commission of the veterans' organization. He



## —and then he bought a Philco!



### 3-Point Superiority

1. The Famous Diamond-Grid—the diagonally braced frame of a Philco plate. Built like a bridge. Can't buckle—can't warp—can't short-circuit. Double latticed to lock active material (power-producing chemical) on the plates. Longer life. Higher efficiency.

2. The Philco Slotted Rubber Retainer—a slotted sheet of hard rubber. Retains the solids on the plates but gives free passage to the current and electrolyte. Prevents plate disintegration. Prolongs battery life 41 per cent.

3. The Quarter-Sawed Hard-Wood Separator—made only from great trees 1000 years old; quarter-sawed to produce alternating hard and soft grains. Hard grains for perfect insulation of plates. Soft grains for perfect circulation of acid and current—quick delivery of power. Another big reason why Philco is the battery for your car.

**LOOK FOR THIS SIGN**  
of Philco Service. Over 5000 stations—all over the United States. There is one near you. Write for address, if necessary.



No more helpless, embarrassing, humiliating experiences in traffic. No more battery failures on the road. Philco Batteries stand by you in emergencies—give you the dependable day-in, day-out service you need, *and should demand*, of your battery.

That's why thousands of car owners today—at the first sign of battery trouble—are replacing the ordinary batteries that "came with their cars" with long-life, power-packed Philcos.

Philco is a man-sized battery—built to stand work and stand punishment. With its rugged, shock-proof construction—its famous diamond-grid plates, slotted-rubber retainers and quarter-sawed separators—the Philco Battery long outlasts its two year guarantee.

Winter's coming—and it's no time for a weak, crippled or under-powered battery. Forestall battery trouble by installing a Philco Battery NOW. It will cost you no more than just an ordinary battery.

**RADIO DEALERS**—Philco Drymatic Radio Batteries put your storage battery business on a package goods basis. Shipped to you charged but absolutely DRY. No acid sloppage. No charging equipment. No batteries going bad in stock. Wire or write for details.

### Philadelphia Storage Battery Company, Philadelphia

The famous Philco Slotted-Retainer Battery is the Standard for electric passenger cars and trucks, mine locomotives and other high-powered, heavy-duty battery services.

# PHILCO

SLOTTED RETAINER  
BATTERIES

*with the famous shock-resisting Diamond-Grid Plates*

spoke under the auspices of North Shore Post, of which Ferre C. Watkins is commander. This post will soon inaugurate an aggressive patriotic "soap-box" speaking campaign.

"To-day we stand facing the supreme challenge of American history," said Mr. Owsley. "We are facing for decision the question of world civilization. Before America can give to all the peoples the example and sustaining strength necessary for their good, she must make sure of her own existence."

"Forces of much strength, commonly called radical, are advocating the destruction of our country. Anarchy is knocking at the door to be let in. Some one must meet the challenge and defeat its champions. We are witnesses every day to overt acts of disregard for law and order. Ours is a Government founded upon law, and when the law fails, our Government will fail and we will go like the ancient empires of Europe to be lost in the passing of the ages."

"During the early days of the war many aliens claimed exemption from military service because of their foreign birth—now they claim their right to force foreign ideas upon Americans because they are still here. If I mistake not we have need for some more 'Soviet Arks' to sail the seas, carrying back to Europe every disturber of American peace and industry. We have no place in America for the anarchist, Soviet or communist."

It is Commander Owsley's opinion that immigration should be halted for five years, thus to give America time to educate the aliens here in the true spirit of Americanism. And those now here soon will send back to the radicals of Europe that America has no room for disloyalists.

Respect for the flag has been one of Commander Owsley's favorite texts in his speaking campaigns for Americanism. He hopes, during his year as Commander of the Legion, to exploit an educational campaign toward the end that when Old Glory passes by on parade every man's hat will come off in respect. During the parade in New Orleans men marched ahead of the colors and shouted a call to the men spectators to lift their hats as the flag passed by. Thousands neglected to pay this simple tribute to Old Glory. And for that reason, through the medium of motion pictures and the schools, the American Legion is going to conduct a campaign of education in the simple courtesies to the flag.

Commander Owsley's year is to be a busy one. He will "carry on" in the work for improved and enlarged hospitals for the disabled soldiers. He will strive to aid in every way the work of making disabled men self-supporting through the medium of trades and arts. He is to continue to urge American employers to give former service men jobs. His administration, too, will "carry on" for adjusted compensation for the buddies who served many of the best months of their lives in the Army and Navy.

Garland Powell, of Cumberland, Maryland, who was Mr. Owsley's first assistant director in the Americanism work, is going forward with the affairs of the Americanism office at Legion headquarters. One of Mr. Powell's big jobs for a week, however, has been to help his chief handle the hundreds of letters and telegrams of congratulation that have poured in since the New Orleans convention. And if Commander Owsley speaks on Armistice day in every city that has requested his presence, it will take a fleet of forty airplanes to carry him.

The entire absence of sectional feeling, says the Indianapolis *Star*, was one of the most gratifying features of the convention. Opposition to the bonus idea, which had been freely predicted, did not develop beyond the introduction of a single resolution, and the Legion went on record unanimously in favor of "adjusted compensation." A feature that attracted some attention was

the introduction of a resolution by representatives of The Veterans of the World War in eight of the nations associated against the Central Powers. According to a dispatch sent out by one of the news agencies that covered the convention:

The spokesman of the Allied Veterans was J. B. B. Cohen of Great Britain, former major in a territorial regiment, who lost both legs at Ypres.

He was brought to the front of the platform of the convention hall in a wheel-chair, after being introduced by H. Nelson Jackson, one of the American delegates to the convention of the Interallied Veterans' Federation.

Cohen laid before the Legion the "eight points" upon which the wounded veterans of the interallied federation have agreed.

The text of the pronouncement as presented:

"With an earnest desire to promote peace, tranquillity and goodwill among nations, secure the institutions of organized society, preserve the sacred principles of liberty and democracy and transmit their blessings to posterity, and establish safeguards to prevent the recurrence of war, we, the undersigned, representing the ex-service men of the signatory countries, agree to submit and endeavor to secure the adoption by our societies represented and through them urge upon our respective governments the following declaration of principles:

"1. That all international agreements among governments affecting the entire people shall be open and above board, with full publicity.

"2. That treaties make the law between the nations, and they must be executed in good faith.

"3. To oppose territorial aggrandizement.

"4. To vigorously suppress within our boundaries all persons and propaganda seeking to overthrow, by force, government existing by will of the people.

"5. That the financial policies of the allied governments must have as their aim the stability of exchange and the resumption of international commerce, and we recommend the suspension of trade relations with countries maintaining armies organized for aggressive purposes.

"6. In view of the distorted political reports tending to unbalance the public mind, we

recommend that there shall be established by the Fidac a news-disseminating bureau, with representatives in every member country; that this agency shall receive the official sanction of the governments of the respective countries; that it shall collect and issue news designed to offset destructive and inflammatory propaganda, particularly the propaganda put out by the proponents of Bolshevism with the intent to change other forms of government.

"7. That an international court be established to outlaw war.

"8. To proceed as rapidly as conditions permit, and when the decrees of such court become operative (except for machinery necessary to maintain them and the minimum police forces), to entirely disarm and disband our land, sea and air forces and destroy the implements of warfare."

A feature of the convention that may be considered not the least important by many of the men that assembled is brought out in this editorial from the *Washington Herald*:

The fourth American Legion convention, to judge from accounts of District delegates back from New Orleans, was an affair calculated to shock "nice" people. The rough old days of the A. E. F. were revived for a week. The boys were glad to be back among scenes of olive drab again—among crap games and plain talk.

The World War veteran has slilt back into civilian life. For



THE FIRST SOLDIER OF THE LEGION.

Commander-in-Chief Owsley is a prosecuting attorney by profession, and he promises to make things interesting for all opponents of the Legion's four main propositions.



Always  
Look for  
this Gold Seal

In addition to the above Gold-Seal, all genuine Congoleum can be easily identified by the new protective selvage tape placed along both edges of the goods.

Remember that every yard of Gold-Seal Congoleum carries our pledge of "Satisfaction Guaranteed or Your Money Back."



## *It's easy to keep this kitchen floor spotless—*

NO small part of the charm of this cheerful kitchen is the attractive floor of Gold-Seal Congoleum. This high-grade low-priced floor-covering possesses the same durable, flat-lying qualities that have made our Gold-Seal Art-Rugs so popular with the women of America.

Liquids and grease cannot penetrate the smooth, firm surface of Gold-Seal Congoleum. A damp mop makes it spotless in a twinkling. It "hugs" the floor snugly without fastening of any kind—never curls up or ruffles at the corners. Being waterproof, it does not rot and crumble away along the seams and edges.

Gold-Seal Congoleum Floor-Covering offers the one solution to the national demand for beautiful sanitary floors that are low in cost and easy to clean. Its low price and long-wearing qualities make it particularly practical wherever the entire floor must be covered.

Two yards wide—80c per square yard.  
Three yards wide—90c per square yard.

Owing to high freight rates, prices in the South, west of the Mississippi and in Canada are higher than those quoted.

### CONGOLEUM COMPANY

INCORPORATED

Philadelphia New York Chicago San Francisco Boston Minneapolis  
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**Gold Seal**  
**CONGOLEUM**  
FLOOR-COVERING

The pattern on the floor is Congoleum Floor-Covering No. 4020. It is made three yards wide.



## The New and Improved

# O-Cedar Mop Polish

Six decided improvements make the O-Cedar Polish Mop bigger, better and stronger than ever before. You can do more and better work with it. It will last longer and give more satisfaction every day of its long life.

The hard work of cleaning, dusting and polishing hardwood floors now becomes a pleasure. Time, work and money are saved.

### Note These O-Cedar Improvements

- 1 Longer, stronger and more yarn. A bigger pad—more polishing surface.
- 2 A new handle socket. Adjustable to all positions.
- 3 The pad is riveted to the head—it can not come off or be taken off.
- 4 The double padding to prevent scratching and marring of floors or furniture.
- 5 A better handle than ever before.
- 6 A decided reduction in price. More value at less money.

**\$1 and \$1.50 Sizes—All Dealers**  
(PRICES IN CANADA—\$1.25 and \$1.50)

O-Cedar is sold under a positive guarantee to give perfect satisfaction or money refunded.

**Channell Chemical Co., Chicago**  
Toronto • London • Paris • Cape Town

## PERSONAL GLIMPSES

Continued

the most part he is glad to forget the days of 1918. But he never can get the brand of them off his soul. He never can be quite the same sort of man as those around him. He never can have the same sort of sympathies, the same sort of affections, the same sort of fears, the same sort of triumphs. He never can find full understanding except among his own—the comrades of camp and billet.

He may have hated these men when he was forced to associate with them. He may have been unable to feel the common bond that the war was welding. Not one in a thousand had a good time in the Army. Not one in a thousand was in sympathy with the sort of life he was forced to lead during those days. The cup Uncle Sam set before the young men of the nation was bitter—and few drained it without a wry face.

But the bad taste has been forgotten. The veterans to-day are beginning to live in the sweetness of memory. They have begun to appreciate the opportunity of coming out of their isolation once a year and associating with their kind. It is like emerging from the solitude of a dense forest into a crowded city where there are men and women and children, lunch-rooms and soda-fountains.

The veteran is not entirely as other men are. During war days it did not seem that the men who served would have any distinct individuality afterward. Everybody of war age, it appeared, was in the Army. But during these short four years this condition has disappeared to a large extent. The former soldier or sailor already has become something of a character. Hardly one in ten of the men he meets in his office or work-shop or on the street is equipped to understand him. Ignorance of the hardships and of the joys of military service again is becoming rather general. The veteran stands aloof and lonely. He is only about one in ten among the young men. A new generation is rising like a tidal wave about him—the lads who are 18 and 20 now.

Is it any wonder that the boys had a "wild" time at New Orleans? It was like a home-coming after a long absence. Often in the loneliness and the misunderstanding their thoughts had gone back to days of leave in France and Germany, to the gatherings in billets after the long darkness of winter nights settled over the little gray towns, to the cafés and the *gasthaeuser*. Their natural inclinations were to stage a duplication of those scenes.

The veteran is not as other men are. He may be a salesman in a shoe-store or a clerk in a government department—but he is not an ordinary salesman or an ordinary clerk. The light of the Great Adventure flashes in his eyes sometimes—and the others never can know it. He may be poor in money, but he is rich in memories.

Fraternal orders, in order to weld men together in brotherhood, force them to undergo a common experience, the details of which usually are kept as carefully guarded secrets. This may be either rough-and-tumble or picturesque. But after going through it the men always have a common ground for understanding.

This is exactly what brings men of the American Legion together. Their initiation lasted for over a year—day after day, month after month. They have the common experience of mess line and slum,

blankets on the ground, "hard-boiled" top-sergeants, long marches, etc. Could any other ritual bind men into a body more effectively?

The loyalty of the men to each other is stronger to-day than it was in 1919. It will be stronger still in 1925. It will be strongest of all in 1950. The American Legion has had hardly a good start as a brotherhood of men. Its best years are still far in the future.

## DON'T BLAME THE GULF STREAM

**WEATHER** experts in Washington doubt that there are any grounds for the fear reported to have been voiced by the director of the Institute of Oceanography at Paris that possible diversion of the Gulf Stream from fills made on the Florida East Coast Railway may cause destructively cold climate in Europe. Science Service's *Science News Bulletin* (Washington) says that officials of the U. S. Weather Bureau and of the Hydrographic Office of the Navy point out that this railroad is not in the main path of the Gulf Stream, and that it is more than doubtful that any man-made obstructions could seriously affect this mighty ocean current. We read:

Weather Bureau officials are inclined to discredit the claim that the Gulf Stream is the all-important factor in creating European climate. The effect of such currents has been greatly exaggerated, they say. These meteorologists believe that changes in wind pressure and wind drift that interact and react the whole world around produce the climate of the world. The Gulf Stream is a small area compared to the enormous masses of the ocean. Prevailing winds from the west blowing over the vast expanse of ocean water as a whole are believed to produce the mildness of the climate in England, Norway, and other countries in much the same latitude as chilly Labrador on this side of the sea. Navy men, however, credit the ocean currents with more importance as climate makers. They say that this warm stream heats the air above it and that the winds carry this warmed air across the surrounding waters and thus, in turn, raise the temperature of the waters over which the prevailing winds blow. Dr. G. W. Littlehales, hydrographic engineer of the U. S. Hydrographic Office, says that there would still be much warming even if there was no Gulf Stream, however, for a large amount of warm water is added to this stream by the north equatorial current which travels clockwise through the Atlantic. This current joins the Gulf Stream above the Bahamas, much farther north than Key West, the location of the railroad which has been suggested as a menace to climate in England, Norway, and continental countries.

But Dr. Littlehales believes that the Gulf Stream has a profound but indirect effect upon the European climate through its changes in temperature and velocity from day to day. He declared that there are great possibilities of making long-range forecasts of weather conditions affecting agricultural crops and fisheries in Norway from observations taken in the Gulf Stream off Florida. Predictions six months or more in advance are thought possible. This great Gulf Stream is so large that 2,000 Mississippi Rivers would be required to form it.



# RAISED TO A NEW IMPORTANCE IN THE LIVES OF MILLIONS

*Science has found in the familiar cake of  
Fleischmann's Yeast a way to combat  
three common complaints*

For fifty years the familiar little cake of Fleischmann's Yeast had been in daily use in millions of American homes. Yet until three years ago it was considered merely a necessary item in baking the most wholesome bread.

And then experiments in some of the country's greatest laboratories raised the familiar foil-wrapped cake to a new importance.

First it was discovered that Fleischmann's Yeast was peculiarly rich in vitamin, without which no amount of food can nourish the body properly. And now millions of run-down men and women are finding in it the very elements necessary to regain normal health.

Then came the discovery that the tiny living cells of Fleischmann's Yeast help to cleanse the body of the poisonous waste that constantly accumulates. And an ever-

widening circle of users are finding freedom from bondage to cathartics.

And now it has been shown that Fleischmann's Yeast by increasing the white corpuscles in the blood acts as a powerful agent in clearing the complexion of many skin disorders. And so a third group, large and growing, are finding relief from embarrassing skin disfigurements.

Everywhere physicians and hospitals are prescribing Fleischmann's Yeast today. Eaten regularly (for it is a food, not a medicine), it is helping thousands of men and women to regain the joy of vigorous health. Letters from every state bear daily witness to the new place Fleischmann's Yeast has achieved as a health-builder for the nation.

THE FLEISCHMANN COMPANY, Dept. 1812  
701 Washington Street, New York City.



#### *Appetite and digestion restored*

The great problem for people suffering from "run-down" condition is first to stimulate the appetite, and at the same time make it possible to digest the increased food that is eaten. Fleischmann's Yeast has this remarkable effect on the digestive system. It enables you to eat more, and to get more benefit from the food you eat.

#### *Laxatives made unnecessary*

Fleischmann's Yeast does for you naturally and permanently what drugs at their best do only artificially and for a short time. In hospitals, even chronic cases respond to it, and normal functions are restored in from 3 days to 5 weeks. Fleischmann's Yeast is assuring to thousands a complete daily elimination of waste matter.

#### *Skin and complexion cleared*

Skin troubles are often danger flags of lowered vitality. Fleischmann's Yeast is now established as a food which corrects the basic cause of many disorders of the skin by building up the whole system and keeping stomach and intestines in a natural healthy state.

*An absorbing free booklet tells what Fleischmann's Yeast has done for others and can do for you. Send this coupon for it today!*

THE FLEISCHMANN COMPANY,  
Dept. 1812, 701 Washington Street, New York, N. Y.

Please send me free booklet, "The New Importance of Yeast in Diet."

Name.....

Street.....

City.....

State.....

*Eat two or three cakes a day regularly—plain, or spread on crackers, or mixed with water or milk.*



## The wonders of glass used for eyeglasses

CRYSTALS of marvelous clearness are found in rocks, caves and along river beds. The Brazilian Indian, Iceland Eskimo or African native who picks them up has no idea of their true nature. Crystals of carbon, silica and salt look alike but they are as different as silk, wool and cotton. So are the hundred-and-one kinds of manufactured glass.

The glass used for microscopes and cameras will not do for eyeglass lenses any more than the glass used in electric bulbs or watch crystals. Only one kind will do.

Curiously enough, this one kind of glass contains gas, yet bubbles are seldom formed. If one bubble is found, however small, the eyeglass lens is thrown in the scrap box.

Every one of the millions of Wells worth Lenses now being worn is made of glass which was examined by delicate instruments to find out if its optical density was exactly right. For it is a most vital thing to have every lens agree in optical density with a certain perfect, small specimen called the "Master Glass." This little triangular piece of glass is relied upon to test the accuracy of instruments which examine glass before it is

made into lenses. But even the Master Glass must be watched through a combined telescope-microscope when doing its work to see if it has been set in place perfectly. If 1/100,000 of an inch out of place the fact is revealed.

"Where did the Master Glass come from?" is the one question asked by visitors to the Wells worth Laboratory. It came from a small block of glass which received a certificate from the U. S. Bureau of Standards. Its optical density, measured by two scientific methods, came out alike, and then the two instruments used were found to agree with each other to an inconceivable fineness. Such care taken to have glass exactly right is merely the first step.

The same care and precision that are exercised in the scientific tests for the selection of the proper glass are also employed in each and every one of the processes involved in making Wells worth Glasses.

The legacy which George W. Wells, founder of the Wells worth Scientific Staff, left to posterity was the inspiration of his own pioneer struggle against crude methods. "In everything pertaining to eyeglasses," he wrote, "work for greater and greater precision."

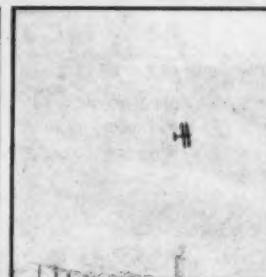
American Optical Company      Southbridge Mass U.S.A.

**WELLSWORTH  
GLASSES**

WELLSWORTH PARK: EST. 1920

*All that Science can give;  
all that Artistry can add*

# MOTORING AND AVIATION



From a moving picture film, copyrighted by the International Film Company.

## THE WORLD'S FASTEST AIRPLANE TURNING AT MORE THAN TWO HUNDRED MILES AN HOUR.

The machine is thrown on its side until the wings are perpendicular to the ground, as shown in these photographs, and the centrifugal force is such that, on several occasions, the pilot has been rendered temporarily unconscious. So terrific is the speed that the machine has been flown for nearly a mile on its side without losing altitude, despite the fact that it received no support from the wings.

## FOUR MILES A MINUTE THROUGH THE AIR

THE FASTEST THING ON WINGS, by breaking all the world's speed records in the Pulitzer Trophy Race at Detroit, is hailed by aeronautical experts as placing America decidedly in the van in the recent world-wide development of aviation. The endurance record, established when two Army lieutenants remained aloft for over 35 hours, and the altitude record, set at 40,800 feet by MacReady, one of the two lieutenants who established the duration record, had already come to this country.

When Lieutenant R. L. Maughan, of the Army Air Service, shot over a triangular course of 31 miles five successive times, at an average speed of 206 miles per hour, he traveled considerably faster than cannon-balls went at the time of the Civil War. In making the abrupt turns of the course, so terrific was the centrifugal force, that he lost consciousness momentarily on several occasions—one time for the space of several seconds. The course was triangular, and in turning the markers, the speeding plane banked half-way over in order to come around with the least possible loss of speed and time. On one such turn, it flew for nearly a mile with both wings up and down, that is, it was receiving no wing support whatever, and only its bullet-like velocity, apparently, kept it from falling. On the straightaway course, it is estimated, the plane at times made more than 240 miles an hour, and this speed is sufficient, the critics point out, to give a very small supporting surface great effect. Frank H. Russell, Vice-President of the Curtiss Aeroplane and Motor Corporation, which built the winning ship, writing in *The U. S. Air Service* (Washington), thus discusses Lieutenant Maughan's feat in flying, on a later occasion without assistance from his wings:

Following an argument which he had with the writer at

lunch, Lieutenant Maughan, after making one or two short trials, flew a kilometer with his wings in a vertical position, riding on the side of the body, controlling his horizontal position during the flight with his vertical rudder, which then became his horizontal rudder. He lost no appreciable altitude during the test. One is forced to wonder whether the ultimate high-speed ship, provided the human factor can be protected, will require wings at all for other than ascending and alighting.

Brigadier-General Mitchell, Assistant Chief of the Army Air Service, later flew the one kilometer course at an official speed of 224.38 miles an hour, a world's speed record. In the preliminary tests, the speed record set by General Mitchell is said to have been exceeded unofficially by Lieutenant Maughan, who is credited with 248.5 miles an hour. But, since there was no official timing, General Mitchell's speed of 224.38 miles an hour stands. The previous official record, held by the French after tests a year ago, was 205 miles. General Mitchell predicts 250 miles very soon and 300 within five years, on the basis of what has already been accomplished. He is quoted as follows, in a special dispatch to the *New York Herald*:

The flying was done at about 165 feet from the ground, this being desirable, so that accurate timing could be accomplished. The speed was attained at an altitude, and then the plane was leveled off close to the ground in order to go over the course.

The wind stream is terrific when flying at this speed. The first time I tried the wind was so strong that it blew off the top of my helmet. Then I hit on the idea of fastening on the helmet with adhesive tape, wrapping it around and around my head until it stayed. I found this a benefit rather than an inconvenience. It served as a support.

Speed is everything when it comes to pursuit ships in the Army. If you can not catch the other fellow and make him fight you might as well walk. The Army that has the fastest



HE MOVES FASTER THAN A CANNON-BALL.

The cannon-ball used in the Civil War averaged about 200 feet a second. Lieutenant L. R. Maughan, when he broke all the world's speed records at the recent Detroit air races, traveled at the rate of about 300 feet a second, nearly twice as fast. At this speed the wings of the plane are more of a hindrance than a help, but they are very useful when it slows down in preparation for landing.



## You can wash those soft artistic walls

**S**OAP and water take the place of redecorating when your walls are painted with Patton's Velumina. This famous oil flat wall paint is pore-proof and durable beyond words. Dirt, dust and grime cannot penetrate its hardy film. They can only adhere to the surface and are easily washed away.

Architects and decorators recommend Patton's Velumina highly. For it gives walls the rich, soft-toned simplicity that is coming so much into vogue. It also enhances lighting effects by proper diffusion of light. Those who live in the atmosphere it creates find its quiet beauty a continuous source of satisfaction.

This artistic, economical, long-service wall paint comes in white and sixteen attractive tones. It is one of the numerous products manufactured by the Pittsburgh Plate Glass Company.

No matter what you need in the way of glass, paint or varnish products, the Pittsburgh Plate Glass Company manufactures something that will meet your requirements exactly. Handled by quality dealers everywhere.

A good brush is as necessary as good paint.



Write for "Proof" Booklet

**PITTSBURGH PLATE GLASS CO.**  
GLASS Manufacturers PAINT  
Paint and Varnish Factories Milwaukee, Wis. • Newark, N.J.

## MOTORING AND AVIATION *Continued*

planes will in the next war have the superiority in the air. We are determined to hold the speed records if it is at all possible.

The story of the Pulitzer Trophy Race, as told by an expert observer, Ladislas d'Orey, in *Aviation*, New York, differs in several particulars from the newspaper accounts of the event which were telegraphed over the country immediately after the race. The race included sixteen contestants, records the writer, and:

The racers were started off in heats of not more than five each in order to afford the contestants the maximum possible safety. The first heat to be flagged off consisted of the Thomas-Morse MB7 (Captain Mulcahy), one Bee-Line racer (Lieutenant Callaway) and two of the Verville-Sperry racers (Lieutenant Barksdale and Lieutenant Johnson). The story of this race was brief, for the Bee-Line racer was eliminated in the second lap by radiator trouble, and the Thomas-Morse MB7 followed suit on account of lubrication trouble. This only left the two Verville-Sperry ships to compete, and both finished the 250-kilometer circuit, Lieutenant Barksdale making an average speed of 181 m. p. h., and Lieutenant Johnson, 179 m. p. h.

Our readers are familiar with the technical features of these airplanes, and in particular with the ingenious retractable landing gear which the pilot draws into the fuselage by means of a crank. However, the cold mention of this fact does little justice to the emotion the onlookers felt when the two pilots actually *did* draw their landing gears into the fuselage. While the Dayton-Wright racer which was entered in the 1920 Gordon Bennett race also incorporated this feature, this "gadget" had never been publicly demonstrated in the United States before this race, hence the emotion of the crowd will readily be understood. The Bee-Line racer also embodies this feature, so that for the first two laps Selfridge Field was treated to a strange race between airplanes shorn of their landing gears. If one adds that a few days before the start of the Detroit Aviation Meeting Bert Acosta had by accident landed one of the Booth racers on its fuselage, having forgotten to unwind the undercarriage release gear, the mixed feelings of those who watched the landing-gearless race will better be appreciated.

The second heat of Pulitzer racers, which was sent off at 1 P. M., comprised four Curtiss ships all fitted with Curtiss engines, namely the two Army-Curtiss racers and the two Navy-Curtiss racers, plus the Navy "Mystery" ship. The latter had been completed but shortly before the race and its hurried assembling and testing rather handicapped its chances in the race. The Curtiss racers, and in particular the two Army ships, were naturally the prime favorites, for it was known that one of these ships had attained in unofficial tests at Garden City, N. Y., a maximum speed of 222 m. p. h. The question most discussed was whether these extraordinarily fast ships would prove maneuverable enough on the turns to hold the speed they would make in the straightaways.

The race of these ships fully vindicated the expectations of the Curtiss engineers

and of the Army pilots who were flying them. Despite the terrific speed of their ships Lieutenant Maughan and Lieutenant Maitland swung them around in perfect banks at the pylons. As a matter of fact, in the opinion of many onlookers qualified to express a judgment on these matters, the two Army-Curtiss racers rounded the pylons with no more visible difficulty than the standard pursuit ships of the Air Service had done a few hours previously. The wonderful piloting by both Lieutenant Maughan and Lieutenant Maitland contributed in no mean way to this result, and words are inadequate for describing the masterly manner in which the two officers handled these ships which were rushing through the air at a rate of almost three and a half miles a minute.

Lieutenant Maughan broke all world's records for speed established in closed circuit for 100 and 200 kilometers.

To what extent this year's Pulitzer Trophy race lowered existing world's records may be seen from the following: Lieutenant Maughan exceeded the last world's speed record for 100 kilometers which was made by Sadi Lecointe at Paris, France, September 26, 1922. Lecointe's record has not yet been officially homologated. Lieutenant Maughan made the 100 kilometers (two laps of the Pulitzer course) at an average speed of 206.3 m. p. h.

Seven flyers, two of them Navy entrants and the other five Army men, broke the world's record for 200 kilometers when they exceeded the 174.8 m. p. h. mark established October 1, 1921, by Brack-papa in a 700 h. p. Fiat in France.

The new world's record for 200 kilometers (four consecutive laps of the Pulitzer course) was made by Lieutenant Maughan with an average speed of 205.9 m. p. h. The other five flyers who broke the old record are: Lieutenant Maitland, Army, 198.9 m. p. h.; Lieutenant Brown, Navy, 193.7 m. p. h.; Ensign Williams, Navy, 188.4 m. p. h.; Lieutenant Barksdale, Army, 180.9 m. p. h.; Lieutenant Moseley, Army, 179.2 m. p. h.; and Lieutenant Johnson, 178.8 m. p. h.

At the conclusion of the second flight Major-General Mason M. Patrick, chief of Air Service; Rear-Admiral W. A. Moffett, chief of the Naval Bureau of Aeronautics; and Edwin Denby, Secretary of the Navy, rushed on the field to congratulate Lieutenant Maughan.

Major-General Patrick was so pleased that he patted Maughan on the head instead of shaking him by the hand, while Secretary Denby frankly wept, overcome by the brilliant performance of the Army aviator.

Lieutenant Maughan was exhausted by his race and leaned against his plane for a few minutes until he had revived.

"I got lost four times in the haze," Lieutenant Maughan said. "I was stunned more or less at each of the fifteen turns. My worst moments, however, were at the turn at Gaukler's Point. I lost confidence, which a good aviator ought not do, and then became unconscious. On the straightaway I came to. Another trouble I had was with my feet going to sleep."

The speed at which these two pilots flew was so obviously superior to that of the other racers that after they had landed—Lieutenant Maughan by sideslipping to kill his speed—it was practically a foregone conclusion that the Army-Curtiss racers would win this year's Pulitzer race—as it happened. However, a word should be said about the two Navy-Curtiss racers flown by Lieutenant

# You hear of the 8 hour Day What of the 8 hour Night?

**S**LEEP is "Nature's sweet restorer." If you don't get enough of the *right kind* of sleep you can't be mentally alert. Nor can you be at your best, physically.

An eight-hour sleeping night is quite as important as an eight-hour working day. If you don't get your proper sleep, you become irritable; your work becomes a task.

If you are in the habit of drinking coffee, that may be the explanation of your disturbed and restless sleep with consequent nervous irritability. For coffee contains caffeine — a nerve-irritant.

Why not give yourself the benefit of the doubt? It's so easy to find out for yourself—stop coffee and drink healthful, fragrant Postum instead.

Postum is a pure and wholesome cereal beverage, absolutely free from caffeine or drugs of any kind. Thousands of people prefer it to coffee, for its rich flavor alone.

## Postum FOR HEALTH "There's a Reason"

**POSTUM**  
comes in two forms:  
**INSTANT POSTUM**  
(in tins)  
prepared instantly in  
the cup by the addition  
of boiling water.

**POSTUM CEREAL**  
(in packages)  
for those who prefer to  
make the drink while  
the meal is being pre-  
pared, made by boiling  
fully twenty minutes.



Made by Postum Cereal Co., Inc., Battle Creek, Mich.

A. J. Williams, U. S. N., and by Lieutenant H. J. Brow, U. S. N. These ships were originally built for last year's Pulitzer race, which one of them won with Bert Acosta at the stick.

The modifications introduced consisted mainly in the fitting of wing radiators, following the design of the Army-Curtiss racers. Despite the advance made in the last twelve months in airplane design the two Navy-Curtiss racers made a very creditable showing, Lieutenant Callaway's ship actually covering the third lap at 196 m. p. h. Had it not been for the stupendous performance of the Army-Curtiss ships, the time made by the Navy-Curtiss ships would have undoubtedly received more attention than it did.

Lieutenant Williams incidentally had a thrilling experience when a fire extinguisher in his plane broke, a piece of it knocking his helmet off. He had great difficulty arranging his helmet while plunging on at better than three miles a minute. Fumes from the broken extinguisher sickened him, but he succeeded in finishing in fourth place.

When the last ship had landed, and the timer's stand announced the victory of Lieutenant Maughan, a great volume of cheers broke out from among the pilots, mechanics and others present. Many bets were won and many were lost, but all true patriots felt elated at this victory which placed America in the front rank of aircraft-producing countries.

The race also might seem to have settled the "controversial point as to the uses of thin and thick wings," observes *Aviation*, editorially. For—

The four Curtiss biplanes which finished the race in leading places were all equipped with thin wings. Hence the race seemed to many as a victory of the thin-wing biplane over the thick-wing monoplane, for high-speed ships at any rate.

This reasoning, while containing much truth, does not contain all the truth, however. There can be no doubt that at the present stage of aeronautical engineering the thin-wing biplane is, despite its greater apparent parasite resistance, more suitable for high-speed work than the thick cantilever monoplane, just as the latter gives better results in large weight-carrying ships than the thin-wing biplane. Nevertheless, if a fair comparison is to be made between the two types, it should be remembered that the thin-wing biplane benefits from some twenty years of continuous development, whereas the thick-wing monoplane, as a type, is but four years old. It would therefore be rash to state dogmatically that the thick wing will never be else than a weight-carrying wing.

It should also be noted that the thick-wing monoplanes which participated in this year's Pulitzer race were the first genuine American examples of this construction, and that their constructors had very little precedent and no experience to go by in designing them. That despite this handicap the thick-wing monoplanes should have put up performances which were on the whole highly creditable is merely another illustration of the adaptability of the American aeronautical engineer to changed conditions and a brief of his ability to match anybody's product—if given a fair chance.

As to the victorious Curtiss racers, all that need be said is that they represent almost the last word in refinement possible in biplanes. It may still be feasible that, by eliminating a few wires or by designing a more perfect streamline body, a few miles may be added to the speed of racing biplanes of equal power. But it seems to us as if we were pretty near the practical limit.

The Chicago Tribune, also, believes that we are near the practical limit of speed, and has no regrets for that fact. The editor believes the really important development of the airplane must take place along different lines. "Why fly four miles a minute?" he asks, and comments:

Marvels of speed, probably the fastest rate at which man has ever moved and lived to tell the tale, have marked the aviation meet at Mount Clemens, Michigan. Lieutenant R. L. Maughan, U. S. Army pilot, set a world's record of more than four miles a

minute. Think of traveling from the loop to Wilson Avenue in about a minute and a half and you will get some idea of his pace.

That is interesting. It is very important from the Army standpoint. Development of such speed may win wars in the future. We may congratulate ourselves on this evidence of development in our military air service, and may well afford to make appropriations to continue the work.

But for commercial purposes the marvels of speed have hardly more relation to practical peace requirements than the development of the race-horse Man o' War has to trucking requirements or farm labor, or the construction of a racing automobile has to coal deliveries. From the standpoint of commercial development the gliding experiments now going on in England, or which recently were made in Germany, are more important.

Commercial aviation requires two things primarily. One is improved stability or safety of airplanes. The other is reduced cost of operation. Stability has already reached a point where a modern machine with two or three passengers and a capable pilot may operate with almost as much safety as a motor car on a crowded highway. But as the size of the machine is increased to carry more persons the danger of accident is correspondingly increased. And the small and safe machine can not operate except at high cost per passenger or unit of freight carried.

It is these problems more than an increase of ten or 100 miles an hour in speed which commercial aviation must solve. The gliders are attempting solution. They are learning to keep aloft without motors by taking advantage of air currents, as a bird soars. One expert says if they could see the air they could even now remain aloft as long as they desired. They can't see it, but

they are learning to feel it and "sense" it. Instruments will be developed to help them. Eventually we may have machines with light engines, using the air currents chiefly for buoyancy and the power for movement.

We need all these features of development. But for commercial development, out of which finer improvements must come, unless aviation is always to remain a subsidized science, we must need safety and low costs. Safety, with caution, is virtually here. The low costs must follow. Public interest and patronage will bring them. And such sensational achievements as those at Selfridge Field will stimulate interest. That, in the final analysis, is their chief value outside the military.

The new world's speed record recalls to the writer of a bulletin on "Facts About Flying," published by the Aeronautical Chamber of Commerce of America, that, on September 21, 1908, Wilbur Wright, in France, established a world's speed record of 27.2 miles an hour. Some other records are mentioned:

On December 17, 1903, Orville Wright, in a biplane designed and constructed by his brother Wilbur and himself, equipped with a 16 horse-power motor, also of their design and construction, made the first successful flight in a motor-driven flying craft—12 seconds, at 30 to 35 miles an hour.

Orville Wright, an American, was the first man in the world to fly in a heavier-than-air machine. In the calendar year 1921, in the United States alone, nearly a quarter of a million people were carried by air.

On November 13, 1908, Wilbur Wright established what was then a world's altitude record of 82 feet.

Lieutenant J. MacReady, U. S. Air Service, in an American designed and constructed biplane, equipped with a 400 horse-power Liberty motor, ascended 40,800 feet over Dayton, Ohio.

Santos Dumont, in a flight in France, on November 12, 1906, astounded the world by making what was then the unparalleled duration record of 21 seconds. The present record, made by Army airmen, is over 35 hours.

A fourth world's record in aviation went to American craft and an American pilot, when David McCulloch, with three passengers, climbed to 19,500 feet in a Loening monoplane air yacht, Liberty motored, at Port Washington, Long Island, on August 16, 1921.



A VIEW SHOWING THE RADIATOR IN THE WINGS.

By covering the wings with a thin sheet of copper under which water from the engine circulates, the designers have been able to add ten miles an hour to the speed of the plane. This is a Navy racer, and its heavier construction reduces the speed considerably below that of the Army racer, the record holder, shown on page 57.



*A dramatic incident in the life of Josiah Wedgwood was his presentation to Queen Charlotte of a table service, called by him "Queen's Ware." It has been said of Wedgwood that the whole subsequent course of pottery manufacture was influenced by the beauty and accuracy of his workmanship. His was the matchless skill that commands the admiration and spurs the ambitions of every artist and artisan.*

## Matchless Skill

**F**ORTUNATE for man's progress is the matchless skill with which a few individuals are endowed. For in these too rare instances are the worthiest standards of art and work established.

Josiah Wedgwood was, beyond dispute, the master potter of the ages. Yet his genius was not content with self-achievement. His splendid works, built at Hanley, England, in 1769, enabled other craftsmen to flourish under his guidance. And the beauty and value of Wedgwood wares were brought to the whole world.

In another time and in another field, the name

Firestone has come to stand for the highest accomplishment—to set a new standard in the important industry of tire building.

It commands respect and has won to enduring fame because it, too, represents matchless skill in the coordinated effort of thousands of expert workers.

Firestone Tires, in the mileage they deliver, have fully demonstrated the superiority of Firestone workmanship and the special manufacturing methods employed. Since first the world came to judge them twenty-two years ago they have consistently fulfilled the highest pledge of tire-worth—

### Most Miles per Dollar

# Firestone



## MOTORING AND AVIATION *Continued*

### WHY "C-2" COULD NOT USE HELIUM

THAT the Army air service officials should not be blamed for using hydrogen instead of helium in the *C-2* is the belief in aviation circles in Washington, according to Science Service's *Science News Bulletin* (Washington). We are told:

The *C-2*, which met disaster near San Antonio, is the third American airship to be destroyed within two years. If the *C-2* in its transcontinental trip had used helium instead of hydrogen, the loss of this precious gas, costing twelve to fifteen times as much as hydrogen, would have been considerable. Helium also has one-tenth less lifting power than hydrogen and the *C-2* could not have carried as much fuel if it had been helium-inflated. When the Navy ship *C-7* demonstrated the use of helium in an airship last year the loss of helium was small, but this was accomplished by keeping the altitude of flight lower than 500 feet. The *C-2* in crossing the continent had to rise to much higher altitudes, causing greater losses of gas. New ships will be built with devices to prevent high helium waste. The Fort Worth, Texas, helium plant that is being run by the Navy just began operation again on October 1 under the appropriations that were made available by Congress for this year following the explosion of the *Roma*, which like the *C-2* was filled with hydrogen. While the *ZR-1*, now building at Lakehurst, N. J., was begun too early to be designed for helium, it is understood that the smaller army ships now being built will be inflated with helium. The most dangerous portion of an airship, the part that produces the spark that inaugurates disaster, is the gasoline fuel, it is declared. Inflammable hydrogen fired by the engines simply adds to the disaster. While this may not have been the case in the *C-2* accident, an engine using heavy fuel-oil rather than light explosive gasoline is being perfected by the National Advisory Committee for Aeronautics, and will eventually do away with this menace.

In another issue of *The Bulletin* we learn that the burning of the dirigible has aroused discussion in Washington as to the availability of helium and the advisability of its use in all the Government's lighter-than-air craft. We read:

At the present time there is about enough of this expensive helium gas to allow one airship to operate, and none of the dirigibles in commission are especially designed to use it. Several of the ships ordered and in course of construction will be filled with the non-explosive lifting power, with special devices to bring down the ship without the necessity of valving out the precious element.

Three helium dirigibles of approximately the same size as the ill-fated *C-2* are now being built for the Army by the Goodyear Rubber Company at Akron, Ohio. These machines will have a capacity of 200,000 cubic feet, whereas the *C-2* had a capacity of 172,000 cubic feet, the larger size of the new ships' envelopes being necessary to compensate for the smaller lifting power of helium gas. Two other smaller helium ships of 130,000 cubic feet capacity will be made to take the place of hydrogen-filled dirigibles now in commission.

The Navy is using helium at the present

## The Dollar

The daily actions of most of us are influenced by the messages received over the telephone, and yet few of us stop to think of the men and women, and the mechanisms, which help to make that daily service possible.

Maintenance, repairs, and the work of handling calls, must constantly be carried on in good times or in bad, and they must be paid for, in order that your telephone service may be continued.

The average dollar will buy to-day less than two-thirds of what it would buy before the war. This means that it costs, on the average, half as much again to buy most of the things that are necessary for keeping the country going; but the advance in telephone rates is far less than this average.

In fact, gauged by the present purchasing power of the dollar, telephone service in the country as a whole is costing the subscriber less than it did in 1914.

The Bell System generally has been able to meet higher commodity prices and increased wages by means of new economies in operation and the increased efficiency of loyal employees.

### "BELL SYSTEM"

AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES

*One Policy, One System, Universal Service, and all directed toward Better Service*



time in the *C-7* of 180,000 cubic feet capacity for experiments to secure data as to pressure and stress under various conditions as an additional check on the design of the large dirigible *ZR-1* which is expected to be finished next June, and which is being built along the lines of the most successful German ships which had a record of thousands of miles safe traveling. The *ZR-1* was not designed especially for inflation by helium gas, but Navy officials say that this large ship with a gas capacity of 2,115,000 cubic feet probably will be inflated with helium when commissioned, tho its range will be limited by this procedure.

The *ZR-3*, which is being built for the Navy by Germany, in part payment of the reparations claims owed to this Government, has been designed for the use of hydrogen, and German engineers insist that the advantages of this gas more than compensate for the disadvantages of the lesser lift and great expense of helium. Whether the design will be altered or this ship inflated with helium when delivered, Navy men are unable to say at this time.

The Navy has an appropriation of \$400,000 for the production and research work on helium which has been pooled with a like amount appropriated to the Army. The U. S. Bureau of Mines is cooperating with the Army and Navy. The helium supply is limited, and it is estimated can not last more than twenty-five years. At the present cost of production it would be prohibitive to commercial machines, and it has been urged that this precious gas on which we have a monopoly should be stored for use in case of war and not employed in peace-time flying by any branch of the Government.

Many aviation men claim that helium has been over-advertised as a result of its practical development during the war. Until some other source is found from which this gas can be obtained, it is believed that hydrogen, which has been successfully used both in this country and Europe with small fatalities when mileage is considered, offers the brightest prospects for the further development of lighter-than-air craft.

Army dirigibles at present in commission and designed for hydrogen are: 2 "D" type, 180,000 cubic feet; 1 military "AC" type, 180,000 cubic feet; 2 "C" type, 172,000 cubic feet; 2 "SST" type, 100,000 cubic feet; 1 "A" type, 95,000 cubic feet; 1 *Pony Blimp*, 35,350 cubic feet. All of these except the military "AC" type have been in service some time and will be replaced by the five helium ships and one *Zodiac* of 326,500 cubic feet, and one semi-rigid of 700,000 cubic feet, now on order.

The use of helium presents many more difficulties than are at first apparent to the non-technical observer. If a ship of the type of the demolished *C-2* were held aloft with helium and had to rise to heights of 10,000 feet, as in crossing the Rockies, it would be possible to fill the ship only seven-tenths full of helium on the ground in order to prevent a helium loss of 30 per cent. of the full capacity of the bag each time the ship ascended to that height. This means that the ship would have less than 70 per cent. of its lifting power and this loss would be compensated for by carrying less fuel and consequently having a shorter cruising radius. As helium has only 90 per cent. the lifting power of hydrogen, volume for volume, the gas-bag must be made about a



## The Crossroads of Commerce

THE ceaseless flow of traffic over the municipal docks at St. Louis for barge shipment on the Mississippi River makes St. Louis the center of the nation's inland shipping activities. Rail and river transportation facilities join at St. Louis, forming the crossroads of commerce at the center of the continent, and, continuing, follow the trade routes of the world.

As a part of the daily movement over the St. Louis municipal docks, one sees shipments of sulphate of ammonia to Japan, tank plates to the oil fields of India, grain to Europe, paint to Porto Rico, mahogany from Central America, rare spices from Ceylon, sisal from Yucatan, cocoa beans from Callao. The railroads bring in grain from the Central West, furs from the frozen North, hides from the western plains, copper from the Rockies.

**Via St. Louis**

From St. Louis, the basic materials from all climes are delivered to the markets of this country for manufacture. The finished commodities, on their outward journey to world markets, pass the incoming rush of raw materials.

Goods loaded into box cars at plants in St. Louis for water shipment are delivered to the ports of the world at water rates via U. S. river service at 20 per cent under rail rates.

With 26 railroads "to everywhere" from St. Louis, and a Government barge line on the Mississippi River to New Orleans, shippers in St. Louis are able to reach all markets—domestic and foreign—at economical freight rates for almost straight-line delivery.

**St. Louis is a good city to live in, work in and play in.**

*Send for one or both of our free booklets,  
"Industrial St. Louis," or "St. Louis—The Home City."*

**ST. LOUIS CHAMBER of COMMERCE**  
St. Louis, U.S.A.



tenth larger. Devices are planned for new airships that will compress the helium instead of allowing it to escape into the air when ascending.

The practise in handling hydrogen-filled ships is to waste the comparatively cheap gas when the bags are deflated or when the hydrogen becomes too greatly diluted with air. Helium, because of its scarcity and its expense, must be used over and over. Helium, after use, can be compressed and stored in cylinders, and impure gas must be repurified by processes similar to that used in its extraction from natural gas. Purifying units would have to be used at every airship landing-field and home station. Several portable repurification plants have been constructed by the Army with the cooperation of the U. S. Bureau of Mines.

#### FEWER MAKES AND MORE STANDARDIZATION AMONG MOTOR CARS

WE are not going to see any drastic changes in motor cars in the next year, motor-wise observers tell us. Except for higher hoods, which seem to be becoming more stylish, even tho they do not increase the "visibility" from the driver's seat, it is predicted that the models are going to be pretty much the same all the way through. "A few refinements in body design or equipment will constitute the major portion of what changes there will be," predicts Frank A. Meekel in *The Oklahoma Farmer*. Also, he predicts:

We are going to have fewer different makes of cars than ever before, and those cars which are left are going to be more standardized and dependable. The marked reductions in price all along the line in the automotive industry have brought about a competition so keen that concerns which have not had efficient methods of production, service and sales organizations capable to meet the situation are going to be forced out. They are going to be compelled to step aside and let some one run who knows how to run.

The time has passed when a salesman would come to you with a certain make of car which differed from another car only in having 2 inches more wheel-base and a mirror over the windshield and try to represent it as being far superior to the other car. People know better. There are a limited number of automobile engine manufacturers, and folks who are buying automobiles know that any car with a Continental motor is just about identical with any other car which mounts a Continental motor of the same size. Motors are becoming standardized. Likewise, springs, roller-bearings, rear axles, front axles and bodies are made in large quantities by concerns specializing in these products, and motor cars are using these products pretty generally. There are very few, if any, motor-car manufacturers who make their own roller-bearings. Very few make their own rear axles, and a great many so-called competing cars use parts that are identical in every respect. There are going to be fewer "talking points" in the future, and cars are going to be sold because they will deliver the goods and because they have been proved.

The proof of the foregoing is found in the "orphan" list of obsolete motor cars.

This list is made up of the makes of cars, manufacture of which has been discontinued and there are more than 300 cars so listed. This information comes from the man in charge of sales promotion of one of the country's largest tractor manufacturing plants. He also states that the trend is the same in tractors. There were a year ago more than 200 different makes of tractors. To-day there are about one-half that number.

There simply is no longer any space for the freak in either motor car or tractor, and it is simply a case of the survival of the fittest. Those manufacturers who have a good car, manufactured under efficient management and distributed efficiently, are going to remain in business. The others are quitting. It is the same with tractors, and from now on the purchaser of a car or a tractor may know that he is getting something fairly standard for his money, and something that is put out by substantial manufacturers. They must be that or they could not hang on through the times which the automotive industry has been weathering for the last two years.

Perhaps the greatest sensation in the automotive industry this year has been the taking over of the Lincoln car by Henry Ford. This means that Ford will be making the two exact opposite types in motor cars: The small, cheap car with the price the main consideration, and the large high-priced car in which quality is considered first of all and in which the price is secondary. Many persons look for a marked price reduction in the Lincoln car, but Ford has announced that he intends even to improve the present Lincoln, and he contemplates no immediate cuts at least. He plans to make it America's quality automobile.

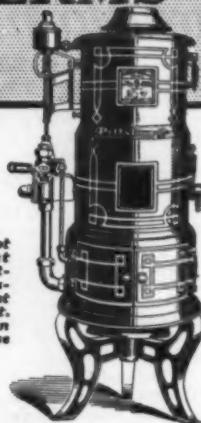
#### GERMANS OUTSTRIP ALLIES IN PASSENGER AVIATION

DESPITE the limitations placed on the size and motor-power of aircraft in Germany by the Treaty of Versailles, it is said to be a fact, "founded on authoritative information," that the Germans are rapidly outstripping both France and England in commercial and passenger aviation. An indication of Germany's expansion in this direction since the war, says the New York *Globe*, may be gleaned from the fact that, whereas Great Britain has not a single internal air service line, the Teuton republic "has a veritable network of aviation routes." The *Globe* writer takes no account of the fact, that Germany, by size and situation, is far better suited for air lines than is the "Tight Little Island." It is noteworthy, also, that within the last week a plane service has been started between London and Manchester in spite of the competition furnished by excellent and rapid train connections. However, Germany is certainly "advanced" as far as general flying goes. To quote from *The Globe* account:

Because the size of passenger planes is limited to five-passenger craft, with four hours' cruising range, these are virtually air taxicabs. They ply along regular routes and hold closely to their schedules. Most of the jumps are short and the fares are astonishingly low.

Professor E. P. Warner of the Massachusetts Institute of Technology, who recently

## BUY A PITTSBURG ON EASY TERMS



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### Five reasons why you should have a Pittsburg

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3. No trouble. The Pittsburg is automatic. When you turn on the "hot" faucet the heating flame is ignited and hot water flows immediately. When you shut off the water, the gas goes out automatically.
4. The Pittsburg is economical. It gives you perfect hot water service cheaper than you can get it by any other method.
5. You can afford the Pittsburg. A small deposit puts one in your home. Easy instalments pay the balance.

STOP in at your local dealer's—the gas company or a prominent plumber—and ask to see the Pittsburg in action. The convenience, the economy and comfort of the Pittsburg can be better explained by demonstration than we can do it here. There is a model to suit your requirements.

Write us how many hot water faucets you have and the number of people in your family. We will tell you the size Pittsburg you need and send a free copy of the book, "The Well Managed Home," which tells the story of better hot water service.

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Pittsburgh, Pa.



**Pittsburg**  
AUTOMATIC GAS  
WATER HEATERS



## Spring days now! Come to Tucson

Can you remember a sparkling spring day? Air like velvet. Flowers drinking in sunshine. Blue, clear skies. What wouldn't you give right now for such a golden day.

Every day from October to May in Tucson, Arizona, is a spring day. Chrysanthemums and roses bloom. Lawns are green. Children play outdoors.

### Half-Mile High Plateau

Surrounded by lofty, gorgeously colored peaks, Tucson lies upon a half-mile high plateau. It is a modern city of 25,000, with good hotels, reasonable rentals, golf and town clubs open to visitors, fine shops, schools and churches. From October to May the mean monthly temperature never exceeds 72° or falls below 49°. Little rain. No fog or wind.

### Reduced Fares on All Lines

Through Pullman service to Tucson via Rock Island, Southern Pacific, and connecting lines, is available at reduced fares. Fifty-three swift hours from Chicago, or only seventy-three from New York, and you are where springtime is beginning.

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The luxurious sunny days and revitalizing life in the open that you have dreamed about are described and pictured in "Man-Building in the Sunshine-Climate." For all who seek rest, recreation, physical up-building, or relief from pulmonary troubles this booklet will be of surpassing interest. Just send the coupon.

## TUCSON Sunshine-Climate Club ARIZONA

TUCSON SUNSHINE-CLIMATE CLUB,  
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Please send me your free booklet, "Man-Building in the Sunshine-Climate."

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NEW YORK

## MOTORING AND AVIATION

Continued

returned from Germany, found that he could make the trip from Berlin to Hamburg, which is around 200 miles, for \$3.50, which is about half what it would cost to travel a similar distance by rail in America.

While the Germans are pleading dire poverty and inability to pay war reparations, the fact remains that the 4,000 miles of air lines are maintained as the result of Government subsidies. Practically all of the German air service corporations receive State aid. The subsidy is much larger than it would be if the companies were permitted to operate larger cars, for the simple reason that it costs more to build and operate numerous machines than it would large planes, doing equal or greater service. It is not certain just how much Germany pays out yearly to subsidize the air services, but a dependable estimate fixes the total somewhere around \$15,000,000 a year, or almost twice what France expends for similar purposes, and just about fifteen times what England will pay out in air-line subsidies in 1922.

The Germans are bitterly opposed to the restrictions put upon their development of air craft by the powers. This was plainly shown this week when the first of the great Daimler planes of the London-to-Berlin line arrived in the German capital. It was greeted by an almost universal demand from the Teuton press that the Government protest against the use of such planes in Germany as a violation of the Versailles Treaty.

To avoid the restrictions of the Peace Treaty, German capital has organized several air services in adjacent countries, running passenger and freight craft from these nations into Germany. The Star Company of Geneva is virtually German. It operates five large planes on a regular schedule between Geneva and Nuremberg. The Moscow-to-Berlin line, by way of Kovno, was financed by Soviet Russia and some German backing. It is noteworthy that Russia recently sent diplomatic representatives to Germany over this route.

Soviet Russia, however, is not a large factor in the air developments in Europe. The most sensational proposal that has come out of Moscow recently is that of having huge passenger planes follow the rail route from Moscow to Vladivostok. That achievement, however, lies in the very distant future.

Illustrating just how the air lines spread out over Germany, these regular services may be mentioned: Bremen-Dresden, Bremen-Berlin, Bremen-Hamburg-Stettin, Hamburg-Berlin, Berlin-Dortmund, Berlin-Dresden, Berlin-Nuremberg, Nuremberg-Munich, Berlin-Munich, Berlin-Stettin. The traffic is so heavy on these lines that reservations are made days in advance, and the accommodations always are insufficient. The machines always carry up to capacity, and some of the recent accidents on these lines may be ascribed to this crowding.

Among the international lines maintained by Germans may be mentioned these: Berlin-Königsberg, Königsberg-Revval, Berlin-Westerland.

France comes next to Germany in encouragement of aerial navigation. The 1922 subsidy for the dozen air corporations amounted to approximately \$9,000,000, normal exchange. Despite the heavy expense under which the republic rests, there

is no intention to diminish this item, because of the close scrutiny France is giving to the German advance in passenger air service. The present subsidy is more than five times what it was in 1920. There even may be an increase for 1923.

Approximately 300 commercial machines are operated on the French lines. They are much larger and more comfortable than the German planes, and make better time, up to 125 miles an hour. The fares are higher than in Germany, but still below the rail rates prevailing in the United States. The largest of the French air corporations is the Compagnie des Messageries Aériennes, which has a large part of the Paris-London traffic. It operates sixty-one planes of various sizes. The most pretentious of the French undertakings is the Paris-Budapest route, via Vienna. It was planned to extend this service to Constantinople this month, going by way of Belgrade and Bucharest, but the Near East crisis has delayed the extension. One of the fastest lines is the daily flyer between Paris and Warsaw, Poland, taking nine and a half hours. The Vienna-Paris journey takes twelve hours and the fare is about fifty dollars.

The Government this year appropriated \$2,250,000 for civil aviation, and about half of that is being expended in subsidies. There are at present three British air lines running to Paris and one to Brussels, besides the new Daimler concern to Berlin. They carry about 200 passengers a week. In all, about twenty-five machines are in service. As noted in the foregoing, all of the British lines run out of the country, whereas France and Germany are laced with air routes.

### AVOID THAT FINE!

A COP is human. He makes mistakes on the basis of appearances that are sometimes deceiving. Therefore, remarks a writer in an English motor periodical, *The Light Car and Cycle Car* (London), it is well to avoid even the appearance of evil. Many a man has been arrested because, at sight of a policeman, "he adopted a strained and nervous attitude indicative of a guilty conscience." Also, as this writer points out, it gives a cop a bad impression to see an ordinary touring car gaily sail past a sporting roadster. If, however, the policeman decides that your car needs "overhauling" and comes alongside, "soft-soap," says an American authority, William Ullman, writing in *Motor Life* (New York) is the proper material to use. Taking up first the English writer's "ounce of prevention," we read:

A great deal has been said and written lately regarding the methods of the motorist, and it was not so many days ago that the English nation was made to feel very bitterly on account of the exploits of a certain motorist, who, disregarding all laws, written and unwritten, drove at an absurd speed through the length and breadth of our land, and, apparently, was proud of his exploit.

As a result of all this it is obvious that the vigilance of the public will be increased, and the unfortunate part of it is that not only will those who are guilty suffer in consequence, but many a perfectly safe driver will be convicted and fined.

It is universally admitted that 5 miles per hour in one place may be a good deal



## What to Expect of a Closed Car

*Chassis Quality and Reliability or Body Fittings—  
Which Do You Want at the Same Cost?*

You are offered two types of closed cars at around \$1245. One makes its appeal to the eye. Its makers call attention to the body fittings. Such luxuries are nice to have.

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Essex, one of the world's leading four-cylinder cars, never disappoints.

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### THE A.E. LITTLE SHOE

has a message for you.

See page 72



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American Bosch Mag. Corp. Box 1240 Springfield, Mass.

## MOTORING AND AVIATION

Continued

more dangerous than 35 miles per hour in another, yet oftentimes in their zeal to prevent any suggestion of searching in their district, policemen station themselves at points where 35 miles per hour is quite safe, and are thus justified legally in trapping a motorist who is doing only a mile or two more than the arbitrary 20 mile per hour limit.

Now, a policeman is only human and, as such, is a victim of psychology; more often than not he has no definite means of saying whether a car is traveling fast or otherwise and, therefore, has to rely on his own observations. Some cars automatically look as tho they are traveling fast, and their drivers, therefore, are more apt to be punished. Some drivers have the unfortunate appearance of traveling fast, and their licenses, too, are not so clean as are those posses by others who are more lucky. Therefore, it behoves all of us to be unobtrusive, both as regards the appearance of our cars and ourselves, if our running costs are to be as low as possible.

What makes a car look as tho it is traveling fast? In the first place its size: a small car moving at 20 miles per hour gives a far greater impression of speed than a Rolls-Royce gliding along at 40 miles per hour. There are several interesting points in this connection. A car with clean disc wheels appears at first glance to be traveling much slower than does an absolutely similar car which has splotches of mud on its wheel discs. These, by catching the eye as they turn round and round, give the impression of speed.

Noise, too, is a contributory factor. A low subdued hum is far less suggestive of pace than is a high-pitched exhaust note, altho it must not be forgotten that an engine which is pulling on a high gear and which is firing regularly gives the impression that the car is traveling far slower than does one which is turning over rapidly on a lower gear. Curiously enough, a sports car which is traveling fast does not actually seem to be moving so quickly as does a touring car of untidy lines that is traveling at the same pace.

A well-known acquaintance of ours, when about to negotiate a stretch of road on which he knew the local anti-motoring policeman was apt to take his beat, always lit a pipe and puffed it contentedly, sitting well back from the wheel, with his head upright, and ready with a flow of easy conversation for his adjacent passenger. Normally, he was never stopt, altho some less subtle wight who, with shoulders bent and steering-wheel clutched firmly in both hands, looked fixedly at the road ahead and nervously regarded the policeman when he hove in sight, was, nine times out of ten, sure to be stopt or at least timed over the stretch.

Very often one may be traveling with perfect safety at 22 miles per hour or 23 miles per hour on an open road and suddenly spy a man in blue; it clearly shows a guilty conscience if the right foot is hurriedly transferred from the accelerator pedal on to the brake, and the attention of the policeman is immediately drawn toward the driver and his car.

Many drivers consider themselves to be unlucky, but it does not take much thought to show that their luck is largely dependent upon the foregoing factors, and a little attention to such points will



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probably save them a lot of attention from other undesirable sources.

Even the man who rigidly observes the 20-mile-per-hour limit may draw upon himself the attention of the police by ostentatious driving; and under these conditions, no wonder he thinks himself ill-used.

And then the traffic cop, changing the scene to an American road, draws alongside, remarks William Ullman, in *Motor Life*, and, provided you are in a bad humor already, and do not observe certain rules of diplomacy, you get in trouble with that traffic cop. As Mr. Ullman tells the sequel:

You recognized his authority and pulled to one side and came to a standstill. And then, as wifey observed after the children had gone to bed that night, you opened your big mouth and talked like a fool—and got pinched! And the following morning you paid a neat fine, meanwhile learning something of true humility.

But then you acted, according to unverified statistics, just like sixty-six and two-thirds per centum of your brother motorists who are stopt for one reason or another by traffic officers.

You talked yourself into being arrested!

The officer, cool, collected and capable, and possessing a keen understanding of driver weaknesses and human failings, first wanted to look at your permit to drive and then to remark incidentally upon the speed you were making.

You ignored the demand for the permit, reached for your business card instead, intending to frighten him with your name, meanwhile declaring that you weren't speeding. The officer thought otherwise, so you started to argue with him. There, borrowing from a popular cartoon, is where you made your big mistake.

You unloosened your tongue to some considerable extent. The cop was silent for the time and apparently doubtful—and humble enough in his manner. You felt that your superior intelligence had prevailed until the officer suddenly straightened up and said:

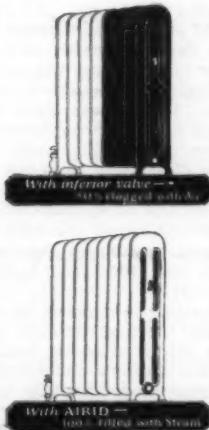
"Oh, well, if this is to be an argument about your speed, let's not try to settle it out here in the street. Suppose you meet me in court tomorrow morning at nine o'clock and we'll each tell our story and let the judge decide the matter."

Thereupon he handed you a card and left you. Yes, he turned away without another word and left you alone to ponder over yourself, just as did your schoolboy sweetheart, many years ago, when she handed back to you an old lace valentine, two love notes and a cheap handkerchief and bade you farewell. Kindred emotions shook you on both occasions. There was the same chagrin and wounded pride. That's all. Nothing terribly serious. Nothing of far-reaching effect on the destiny of the world. You just had made a darn fool of yourself, and realized it.

It doesn't make any difference, says Mr. Ullman, whether the command to halt comes out on the broad highway when touring, whether speeding to work in the morning, or ambling home in the evening, the average motorist gets himself into trouble in two-thirds of the instances by saying the wrong thing. This may be a lengthy and illogical explanation or a brief fib. Frequently a guilty conscience



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MOTORING AND AVIATION

Continued

plays an important part in getting the possessor into court, to wit:

Last summer in a certain city the policemen and firemen were to stage a baseball game to bolster up a sick fund, and tickets were sold by the officers in uniform when off duty.

The traffic police rigged up a dummy stand at one not overly busy street intersection, and the cop stationed there would imperiously hail passing motorists. Then he would approach the driver or other occupants of the car and in a good-natured manner, accompanied by an appropriate observation on the present hold-up, offer his tickets for sale.

One motorist hailed by the ticket-seller drew excitedly over to the stand and astonished the cop by declaring wildly that he was not running away, that "it wasn't his fault," and so on and so forth.

Investigation by the amazed officer revealed that several blocks distant this motorist had bumped into another car without doing any noticeable damage and that in getting away quickly he had scraped still another car and in the general rush and excitement of it all had broken several minor traffic regulations. No officer was at the spot and no real damage had been done, but this man was arrested and fined heavily for running away without stopping to make inquiry. Of course he deserved a heavy fine, but he was quite safe from arrest until his guilty conscience betrayed him to an unsuspecting policeman who wanted to do nothing more nor less than sell him a couple of baseball tickets.

Many of the encounters between the traffic cop and halted motorist bring out some ingenious excuses for traffic law infractions and numerous humorous incidents.

In one city a prominent business man was caught speeding through the streets at about thirty miles an hour. When brought to a stop by the motorcycle officer, the motorist pleaded that he was on his way home in answer to a hurry call from his wife, who had phoned that their very valuable pet poodle was hurt and should be rushed to the dog hospital. He further explained if he didn't get there in time to save that pup's life his home would henceforth be an unhappy place for him.

Himself a married man and confessing to a bond of sympathy for the troubled husband, the cop let him proceed with a warning to speed no more.

The tale of the sick pup was the first excuse to enter the speeder's mind, so he made that his story—and stuck to it—and got away. But not for long.

The copper got to thinking about the story and decided to investigate. He called up the man's home. The wife said so far as she knew her husband was at his office and was not expected home until about six o'clock. She had not seen him since he left that morning about nine.

A follow-up and investigation in this case revealed that the prominent business man was hurrying to keep an appointment with another man's wife, who might have had a sick dog for the hospital, tho this was not brought out. Confronted by the officer in this situation the P. B. M. was somewhat embarrassed, as might be expected, and no doubt had visions of pistol flashes, divorce courts and red scandal. Hence, being arrested and fined heavily the

next morning for speeding and lying was easy compared to what might have happened.

When he hails an automobile driver and requests him to pull over to the curb and stop for any reason he may have, the traffic cop usually asks first to see the driver's permit to drive. Here is an opening for a mistake; for, says Mr. Ullman:

In practically every city any driver who considers himself a person of some importance in the community usually, instead of digging up his permit, hands the officer his business card and then settles back smugly to wait for the cop to drop dead from fright. This in most instances is a disastrous *fauz pas*, and is a fairly certain way to land in the traffic court at 9 A. M. next day.

Another splendid method of getting yourself before the bar of justice is to lean over close to the officer and slip him the low-down that you are a friend of his captain, the chief of police, or the mayor. The average traffic cop will give you an opportunity to make good on this.

In Washington, D. C., every other man apprehended for doing something or other that he ought not to be doing claims to be a buddy or the bosom friend of Senator Sorghum or Congressman Howler. Occasionally a cop will pick up a transgressor of the law who will have the brazen effrontery to claim that he has a key to the side door to the White House, and if arrested his case will be defended personally by the President. All of which implies that the officer will be broken if he persists in making the arrest. Frequently this type is taken to the Washington asylum for observation.

Truck drivers invariably claim that their cars are equipped with governors and that the speed claimed by the officer couldn't possibly be.

Then there is the blatant type of offender who rears up on his hind legs and guffaws that "anybody that kin git 35 miles an hour out o' that car can have it."

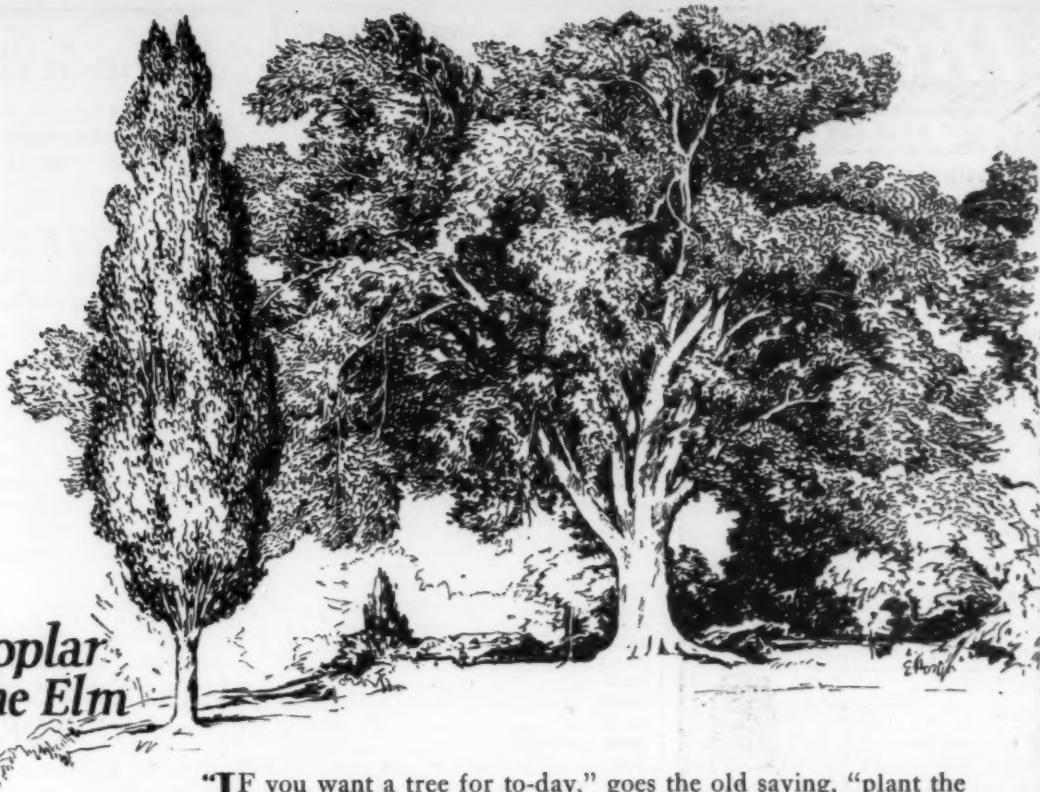
Needless to say, in all such instances the officers ascertain the truth, and when the facts do not conform to the statements made by the drivers, the latter can prepare to pay and charge up the costs to old man experience.

Frequently an officer will follow a car for several blocks through the city and eventually come alongside and charge the driver with a speed of, say, 25 miles an hour. As per custom, the driver will bellow that he positively was not doing more than 20, which is, for instance, the city speed limit. The driver will admit that he was in a hurry and taking the limit, but not a point more.

The clever cop, looking sorrowful and expressing desire to do no injustice, will state that his speedometer showed 25 but, then, it might be out of order. He will hand the motorist a card and advise him to tell his story to the judge just as he told it to the officer. The motorist will show up in court next day and tell that he positively was not doing a point more than 20, and venture the opinion that the cop's speedometer was off.

The judge will then ask the officer how far he had trailed the defendant. The reply will be: "Seven blocks at uniform speed."

Then His Honor slaps on the painful fine, and points out to the motorist that he has convicted himself by confessing to 20 miles an hour while crossing six streets



## The Poplar and the Elm

**I**F you want a tree for to-day," goes the old saying, "plant the poplar; but if you want it to be there to-morrow, plant the elm."

The poplar and the elm are both ambitious, but the poplar lives for the present alone, and the elm has thought for the future. In the eagerness of its ambition, the poplar sends forth branches in the spring without developing the strength to support them in the sluggish days of summer. Its roots are constricted, its spread is narrow, its life brief.

The elm grows roots that are deep and spreading. Expansion is its nature. Its fibres are tough and strong; it weathers wind and storm; it lives and grows for generations.

Business has its poplars—and its elms.

The one provides for the present alone; the other has thought for the future.

The one spends thousands of dollars for orders to-day, but not a cent for the good-will that makes growth for to-morrow. The other, while it spreads its branches now, spreads its roots, too, for new growth to-morrow.

"If you want a tree for to-day, plant the poplar; but if you want it to be there to-morrow, plant the elm."

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## MOTORING AND AVIATION

Continued

where the speed limit is, for example, but 15 miles. Another point:

In most cities there is a regulation stopping automobiles at a stated distance from street-cars taking on or discharging passengers. While the distance varies in different cities, the penalty for violating this rule is severe, because pedestrians have come to believe themselves perfectly safe at such a point and proceed without watching motor cars. Hence serious accidents may be caused by motorists who ignore the regulation.

In just as many cities there is a law covering the car's brakes and requiring that they be inspected regularly and be always in good working condition. The penalty for ignoring this injunction is generally greater than that for passing a street-car discharging passengers. Yet, while practically all motorists know of the street-car regulation a surprisingly small number are aware of the brake rule.

Thus it happens that the average driver caught passing a street-car, or running in too close to the car's steps, will immediately set up the claim that his brakes wouldn't work. Whereupon he is taken in upon a more costly charge. And then he returns home that night to read and memorize some of the things he should have learned earlier.

The moral of all this is, once arrested, don't try to bamboozle the cop. It doesn't pay. Now and then some fellow gets away with it, but it's a long shot.

Traffic officers, especially the veterans of the service, the men stationed at important posts, have learned a lot of the tricks of motorists. Explanations, excuses, and repartee which you might consider bright and original these men recognize as old stuff.

It is folly to quarrel, argue or abuse a traffic officer. It will get you arrested and into court. If you are convicted, you are fined. If you are acquitted, nothing at all happens to the officer. So in the roadside or curbstone acquaintance you make with the copper, by all means hold your tongue and temper. It may save you time, annoyance and cash.

Smart Aleck tricks disgust policemen. For example, an officer held up a motorist just about dark one evening to interrogate him about his lights not being on. No sooner had the officer asked the question than the driver, under cover of the darkness, quickly and noiselessly switched on his lights, at the same time saying to the cop:

"What's the matter with you? Are you off your nut? My lights are on."

Without moving an inch to look, as the motorist thought he would do, the officer replied:

"They may be on right now, but they weren't on when I saw you coming up the street. And I'll swear to that in court." Then he proceeded to write a card for the autoist and a man was arrested and fined who, until he attempted a smart trick, would have received only a warning with any reasonable excuse.

Now thus far in this article, continues Mr. Ullman, we have a preponderance of what not to say and do when stopped by His Majesty of the Motorcycle. Therefore it would be well, perhaps, to include a list of

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That's what is said after sick, aching, burning feet have been fitted to the

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have a business-pro<sup>ession</sup> of your own and earn big income in service fees  
A New system of foot correction: readily learned by anyone at home in a few weeks. Easy terms for training, openings every where with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. Address Stephenson Laboratory, 3 Back Bay, Boston, Mass.

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354-360 Fourth Ave. New York

safe rejoinders. They are introduced as follows:

If you keep in mind this final adjuration you'll save much for yourself when that day eventually rolls round in which you, as humans are wont to do, will slip and find yourself face to face at last with a rugged, weatherbeaten and uniformed guardian of the streets who, if you have been exceeding the speed limit, might ask: "Where's the fire?"

The best thing to do in this event shall be set forth in the words of a veteran traffic officer whose procedure and reasoning are characteristic and typical of the tribe of Cop. Listen to him:

"If you were exceeding the speed limit and know it, admit it. If you were traveling too rapidly and didn't realize it, say that perhaps you were, and express regret. Don't lie. If you're not an old offender and telling what appears to be a straightforward story, the chances are 10 to 1 that you'll be permitted to drive on with a warning. Officers want to arrest and convict only those careless and reckless drivers who persistently endanger other users of the streets and highways."

Women drivers are seldom arrested. This is not because they are women and perhaps fair to look upon. It is because Milady, when held up by the copper, shows plainly her distress when told that she has erred in driving; because by her blushes and her visible embarrassment she instantly convinces the officer that her delinquency was unintentional. She does not bellow at him. She asks him just what it was she did that was wrong and says she is terribly sorry.

#### UNMUDDLING OUR MOTOR REGULATIONS.

THE fifty-seven varieties of motor laws and regulations which obtain throughout the United States, as applied to the more than ten million motor vehicles on our roads, are reported to have resulted in one of the most thoroughgoing muddles in history. When the Twentieth Century Limited pulls out of the terminal at New York or Chicago, every foot of its thousand-mile run is safeguarded by standardized signals. When the *Majestic* leaves her pier and straightens out for a transatlantic voyage she is subject, over every knot of her course, to binding navigation rules and regulations. But, turning to the vast volume of motor-vehicle traffic which is flowing in endless streams by day and night over our roads and streets, "What do we see?" asks Arthur C. Mack, in *Motor Life* (New York):

What standardization of signals governs the movements of these more than 8,000,000 passenger cars and upward of a million commercial vehicles? In fixing these signals, what attention has been given to uniformity or to psychological reaction? Let us see.

Altho motor transportation is largely interstate, each one of our forty-eight States has its own set of traffic laws, and not content with this chaos there are other sets of regulations imposed by counties, cities, villages, and hamlets. There is a hodge-podge of laws on speed, lights, right-of-way, cut-outs, etc., etc. Sometimes, as with New Jersey, for instance,



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## FUN FROM THE PRESS

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## MOTORING AND AVIATION

Continued

these regulations are so voluminous and intricate that, when printed, they form a many-paged book and sometimes require a legal mind to comprehend their meaning. In the maze of motor signals legalized by various States lurks much of the danger of night driving.

When manufacturers began to build motor cars they affix two white lights to the front and a red tail-light to the rear, and doubtless because every car was thus equipped these signals form about the only approach toward standardization in every State.

In actual legal requirements examination of the State laws shows that numerous States have no specifications as to color, candle-power, throwing distance, lenses, dimming devices, enforcement for headlights, tail-lights, spotlights or parking lights, while among the States which do cover these points there is a wide variation of requirements.

The restrictions on headlight lenses when included in the motor laws are as varied as the famous "fifty-seven different varieties," and under the most stringent laws lights get by which literally knock your eyes out. Some motorists of a marine instinct add to the headlights green and red starboard and port "bull's-eyes." Standard equipment on many cars includes four white lights showing ahead. Then there are the spotlights, legal in some States, illegal in others, excellent when used for the purpose intended, but diabolical when thrown playfully into a driver's eyes. On the rear end certain fussy drivers place two tail-lights instead of one.

In all this variety there is a want of uniformity which in any other form of transportation would be counted a source of grave danger. Imagine locomotives with running lights placed wherever the whim of their engineers dictated, or vessels lighted up like Main Street in "Old Home Week."

During the past year or so thousands of cars have been equipped with an additional rear-end signal which bears the command "Stop!" This signal when shown in about ninety-nine out of a hundred times does not mean "stop," but in reality "slow." It is a well-established law of signal practise that constant display of a command or a warning which is not meant causes the mind to become quickly indifferent to the signal when it really does mean what it says. Herein these "stop" signals may be considered faulty, tho it must be admitted that they serve a useful purpose even in their present form.

This same law is applicable to the universal use of the red tail-light. In all land traffic red is the color which means imperatively *Stop*. Yet on our crowded streets and roads the motorist sees ahead of him myriads of red tail-lights moving along and meaning in thousands of cases nothing more than warnings. Thus in many instances he has taken a street excavation lantern or a railway crossing gate lantern for one of these tail-lights and thus added to the huge volume of night accidents. The *Railway Age Gazette* has published recently admirable editorials on the evil of the red automobile tail-light, pointing out its menace and advocating a change to yellow.

Turning to day signals, we find more chaos. The motoring fraternity has gradually adopted certain hand and arm

motions which indicate the intention of the driver to pull over, turn, slow or stop. There is no uniformity in these; they are seldom included in traffic laws, and even when so included vary according to locality. The spectacle is often seen of a crowded car ahead slowing down and the arms of its occupants on both sides thrust out. Many rear-end bumps are caused by failure of a driver to signal a sudden stop. And so on *ad infinitum* so far as arm signals are concerned. Switching crews in every railway yard have arm signals which are of universal meaning.

The right-of-way of cars at street or road intersections is the subject of various rules in different States and cities. In some States the car approaching from the right has the legal right of way, as in New Jersey. In other States it has not. In still other States no provision is made for this right-of-way. It is left to the sweet will of the motorist.

In certain cities lighted signals indicate stop or go. These differ in uniformity as the colors of the rainbow. In New York, for instance, a green on Fifth Avenue means that north- and south-bound traffic must halt. On upper Broadway a green on a newly devised signal means that north- and south-bound traffic shall proceed.

On the 149-mile run over the Boston Post Road, the writer points out, there are more than a score of different speed regulations. Some of the suggestions he makes for improvement are listed under the following heads:

1—Standardization of speed limits for urban, suburban and country driving, so that in a fifty-mile run the motorist will not be subjected to a dozen or so different limits.

2—Standardization of lights and colors for semaphore crossing signals so that motorists will be governed by the same colors everywhere. It is suggested red be the universal standard for stop and green for proceed.

3—Uniformity and accuracy in words permitted to be shown on rear-end signals. Signals also advocated but not compulsory which bear the words "Right Turn," "Left Turn," "Slow," "Stop."

4—Legal standardization of hand signals indicating left or right turn, stopping, etc.

5—A stringent system of regulation governing pedestrian movements across important streams of motor traffic and at all points placing the burden of responsibility for his safety squarely up to the pedestrian walking upon or crossing highways.

This last idea would no doubt bring protests from the few remaining pedestrians in the country, whose place on the highway would seem to be definitely denied by it. However, leaving the pedestrian to his troubles—at least until all proper motor highways have proper walks for pedestrians alongside—Mr. Mack gives us the following view of what a nation-wide adoption of standardized regulations would accomplish:

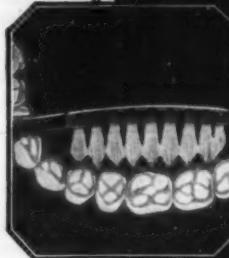
First of all, it would be the most gigantic "Safety First" achievement within the history of the motor vehicle. It would save lives and property of incalculable value. It would relieve our traffic courts of thousands of cases. It would add to the comfort and pleasure of motoring. It would put motor transportation on an intelligently regulated basis.

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## MOTORING AND AVIATION

Continued

property losses due to motor vehicle accidents does not reflect credit upon our national intelligence. While a large percentage are due to carelessness which no regulation can eliminate, a vast number are chargeable to the present primitive basis of traffic control.

We may well take a leaf from the development of railway safety. Indeed, the analogy between the two systems of transportation is close. It is not so many years ago that the block signal system was a novelty. Every standard railway now recognizes it as a safety necessity. It is only within recent time that green has been adopted as the standard clearance light at night and yellow as cautionary, yet these and other devices have placed our rail lines upon their present high plane of safety.

The necessity for adequate and uniform control of motor traffic is in some respects more pressing than that of rail movements.

## IF YOU MUST STORE YOUR CAR, HERE'S HOW

**A** GOOD many cars are going into winter quarters these days, even tho, as one motor-wise authority observes, "cars are no longer fair-weather friends only, and the average owner to-day no more thinks of laying up the car for the winter than of placing his watch in cold storage along with his wife's furs." However, there are a certain number of people who still lay up their cars, for one reason or another, in addition to those who migrate to Florida in yachts and cruisers, who sail for foreign lands or winter in California, and do not take their cars with them. It is for these to consider the best method of storage. Max P. Cowett, in *Motor* (New York), presents these suggestions:

Dead storage involves much more than merely draining out the gasoline and water and running it into a steenly floor loft. We usually think of motor-car depreciation in terms of miles; but time wrecks its ravages too unless proper precautions are taken. As a first step it is necessary to give the car a thorough cleaning, for if you permit dirt and mud to remain in contact with painted or polished surfaces you encourage corrosion and rob the paint of its vitality. For the unpainted and tarnishable metal parts of the car no protective coating is better than ordinary grease or vaseline, but it is essential to have these parts thoroughly dry before anointing them, for otherwise rusting may occur beneath the grease. Lamps, instruments on the cowl board, your tools and jack, springs, steering knuckles and the like should all be given a generous coating of the greasy stuff.

If you have wire-wheels, grease the bare spots, and observe the same procedure with the car body and fenders where the metal has been bared by scratches, enamel has chipped and blows on the paint. Go over the whole car systematically, greasing even small parts, like lighting and ignition terminals that may rust. Clean the interior of the car thoroughly, removing dust deposits from the upholstery and corners,

# Manners Are Telltales

of men—yes, and women, too. As our manners are polite or vulgar, so we are either admitted or denied admittance as an equal to the society of well-bred people.

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has just been published—and it is in truth THE blue-book—the last word on the customs and manners of polite society, written by a gentlewoman whose assured social position in America and Europe stamps what she says with unquestionable authority.



Photograph by Ira Hill

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(Mrs. Price Post)

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and brush the top carefully. Leather upholstery as well as the top and side curtains should be painted lightly with linseed oil to prevent rotting.

With this preliminary work done, jack up the four corners and remove the tires and rims from the wheels. If the rims are not rusty they may be left on the tires, but they as well as the casings should be thoroughly cleaned with gasoline and wrapped in cloth or burlap. Store in a room which is not subject to extremes of cold or heat, and keep them out of direct light rays. The tubes may be stored either flat or sufficiently inflated to make them round, the latter being the better plan. When the casings are not removed from the rims, the tubes should be partly deflated.

There is little to do to the mechanical parts of the car except see that they are well covered with oil or grease. Oil in the engine, rear axle and transmission should be left there. A generous supply of heavy oil should be poured into each cylinder and the engine cranked a few times to distribute it thoroughly over the pistons and the cylinder walls. Oil small parts such as spark and throttle linkages, brake connections, etc., and if the spark plugs have not been removed through several weeks of operation, back them out and set them not too tightly against their seats.

An effort should be made to drain completely the carburetor and vacuum tank and to dry with a clean cloth as many parts as are readily removable. The needles or nozzles especially should be wiped dry, as the slightest rust on these parts spells inefficient operation. No matter what the part, be sure to spread a little oil or grease over it after it has been cleaned. It is easy to remove the grease with gasoline when you put your car back into commission. Parts such as steering knuckle pins, wheel bearings, universals, etc., which normally require lubrication should be well supplied.

Drain all gasoline and water from the car, and if this winter's experience is your first with a particular make of motor, be careful not to overlook any draincock in either system. The radiator should be drained.

**Well, They Sound Alike.**—Old Smith was busy in his back yard with saw and hatchet while his wife nursed a bad cold in the house, when a neighbor came to the fence.

"Good mornin', Mr. Smith," he said. "How is Mrs. Smith this mornin'?"

"Just about the same," old Smith replied. "She didn't sleep very well last night."

"That's too bad," the neighbor sympathized; and then, as a raucous sound came from the house, he added solicitously: "I s'pose that's her coughin', ain't it?"

"No," old Smith answered absent-mindedly, his eyes still on his work; "it ain't her coffin; it's a new henhouse."—*The Ladies' Home Journal*.

**They Don't Do It.**—A down-town furrier was selling a coat to a lady customer.

"Yes, ma'am," he said, "I guarantee this to be genuine skunk fur that will wear for years."

"But suppose I get it wet in the rain," asked the lady, "what effect will the water have on it? Won't it spoil?"

"Madam," answered the furrier, "I have only one answer. Did you ever hear of a skunk carrying an umbrella?"—*Roy Moulton in the New York Evening Mail*.



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Do you realize that the pick and the spade of the archeologist in late years have produced amazing revelations about the Bible, including some new sayings of Jesus, which were found in an African desert; also some new data about the children of Israel, the Oriental "mysteries," and the pagan orgies? They tell also about the Greek and the hitherto unknown Aegean culture, about Homer and his period, and about how in the early days people worshipped their rulers as gods.

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Figure of a slave girl, recently found in a tomb near Thebes.

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## SCIENCE AND INVENTION

Continued

### A MYSTERY OF THE RAILS

COULD two engineers, running trains on a single track and approaching each other at high speed, collide, altho each engine had a brilliant electric headlight, and must have been visible for miles down a straight stretch of track? Most readers will answer, "impossible!" Yet this is exactly what occurred at Plains, Kansas, on April 19 last. A contributor to *The Railway Age* (New York) has been communicating with large numbers of engineers and other experienced railway men in an attempt to get some possible explanation. The two engineers concerned were both killed and can not be interviewed. All agree that for some reason these men were not in a normal condition. An engineer, of course, may be asleep at his post, or drunk, or careless. But how unlikely that two men, under conditions of this kind, should both be drunk or asleep! In spite of all the explanations, some of which we quote below, most readers will perhaps agree that the real mystery is yet unsolved. We read:

The Government's investigation has afforded no light on the two enginemen's probable mental processes; and, the engineers themselves being silent in death, all that can now be said is in a measure speculative; nevertheless an examination of the general headlight question may be instructive. Can the engineman of a moving passenger train be so dazzled, as he faces an electric headlight a half-mile away, that he will think it is several miles away? And is there no remedy for such a risky condition? A collision similar to that at Plains occurred at Seneca, Mich., on November 27, 1901, causing the death of twenty or more passengers.

A decided majority of careful men who have examined the record of this case hold that with competent and experienced enginemen, awake, the collision would not have occurred. Two superintendents and one engineman conclude, from the record, that unquestionably both of these men must have been asleep.

A trainmaster (formerly an engineman) and two superintendents feel sure that each engineman, having assumed, when he started out on that seven-mile run, that the opposing train was on the siding at the remote station, and having been assured that he himself had the undoubted right of road to that station, continued to rest in that assumption, giving little or no thought to the headlight. This line of thought implies either that (1) the near approach of the opposing headlight was not perceptible or (2) that its presence on the main track (instead of, as assumed, on the station side-track) did not present so different an aspect as to remind the observer that it was not on the siding, or (3) that the engineman was not keeping a good lookout.

In all this both enginemen are to be considered, each by himself, each having encountered conditions which presumably were exactly like those encountered by the other.

This view, that both enginemen had full

confidence that their right to the road was absolute, is strongly emphasized by a committee which was convened by Road Foreman of Engines E. W. Elleman, of the Hocking Valley, to consider this case. It enforces the grave truth that a mistake of dispatcher or operator in giving right to road, which was the primary cause of this collision, must always be considered as irreparable.

Considering the single question, what to do about the headlight, the first thought of most officers is that the rules ought to cover the point very explicitly. A rule which has been approved by the A. R. A. committee on operation requires electric lights to be dimmed "when standing." An officer of the Baltimore & Ohio states that substantially this requirement is included in the rule of his road; and a rule of this general character is in effect practically everywhere; but to what degree uniformity of wording and of practise have been agreed upon, in any territory, is a point on which further light is needed.

An officer of the Southern Railway sends the substance of a letter, concerning this collision, which was received by him from an engineman of thirty years' experience (on a line with tangents many miles long). The following paragraphs from this letter are intended, evidently, by the writer as a summary of his views as to both cause and remedy:

1. Brain fag. Loss of memory. A man sees with his brain, his eyes are only a medium for transmitting.

2. Did not err as to distance; they had no knowledge of their surroundings; caused by temporary mental aberration.

3. The difference between a strong electric headlight a half-mile away and one three to six miles away is so marked, in clear weather, that no man in possession of his mental faculties could fail to note the difference.

4. To decide distances in a case like this is not difficult, assuming the engineman knows the road.

5. See that enginemen are thoroughly familiar with the physical characteristics of the road.

6. Try to see that the morals of engineers are of the highest type and that they have ample rest before reporting for duty.

7. A lack of concentration, failure to keep one's mind on the job, is responsible for most accidents.

8. Preach precaution, prudence and morality; this results in safety of operation.

Those correspondents who emphasize the difficulty of estimating the distance of an approaching electric headlight—some of them declaring that no one can trust himself to do it with certainty—make prominent the importance of correct focusing. The light should be focused downward, so as to illuminate the rails several hundred yards ahead, but not farther. A lamp improperly focused may light up the rails for many miles ahead. To quote further:

An officer of the Great Northern advises that some of the enginemen on his road propose the dimming of headlights about two-thirds, when opposing trains are nearing each other. This would aid both trains in locating themselves, and each other, while yet affording a light strong enough to drive with safety.

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## INVESTMENTS ▼ AND ▼ FINANCE

### THE DAY OF THE "VERTICAL TRUST"

Most of our anti-trust legislation is directed against the "horizontal" type of control, in which a number of producers or distributors of a particular trade or occupation unite or are absorbed. But this system, observes the New York *Journal of Commerce*, is now becoming largely out of date and is being superseded by the "vertical trust." This is the organization in which there is a single control over very different kinds of activity, generally for the purpose of producing, manufacturing and marketing some particular product or group of products. For instance, Hugo Stinnes has just bought a large Berlin bank as the final step in the creation of a complete "vertical trust." The control of this particular bank, which is capitalized on a gold basis, gives the German magnate a financial connection with foreign countries, and he is thus in position to finance his businesses from the raw material up through the various processes, all of which he controls, and on into the international market where he meets foreign competitors, on a basis of scientific efficiency." Now the kind of trust controlled by Stinnes is not, by any means, we are told, peculiar to Europe. Indeed, continues *The Journal of Commerce*:

Without knowing or admitting it, it is probable that the United States has gone about as far in the establishment of "vertical trusts" as any country. Examples may be found in many industries. The enterprises of Henry Ford, the industrial saint of the West, now include the whole process of getting out iron ore, smelting it and producing steel, manufacturing automobiles with incidental transportation of the raw material to the factory, distributing the finished product to the retailer through State "agencies" and to the consumer through local establishments, and in large measure financing it through the "Ford banks."

How far a like process has gone in the packing industry there is difference of opinion, but the system is certainly very complete. The packers do not own the ranges, but they control or rent them, finance the grower through cattle loan companies, buy his steers, kill and pack them, transport the meat in refrigerator cars, sell at wholesale and finance all processes through a system of bank control which (the Clayton Act to the contrary notwithstanding) is very perfect, even tho the banks are not absolutely owned by the packers.

The list of organizations of this kind that are found in American industrial organization would be almost endless, and is infinitely varied in the degree of perfection or completeness with which they have been worked out. Some are doubtless very advanced, others far less so, and whatever may be the future of the old "trusts" which represented combinations between concerns in the same line of busi-

ness, the integration of industry whereby all branches of production are controlled in the organization of the complete production and shipment of given products is certainly on the increase and will spread much more widely. Its economies are obvious but its dangers are very genuine.

Take the relation between banking and other occupations. In its best form the profession of banking acts as a check upon undue inflation and serves to prevent the too rapid expansion of one kind of industry at the cost of another or of many others. It limits the diversion of credit into one single channel and thus, when best conceived and regulated, prevents overproduction and undue development. A bank which is controlled by a single large customer seldom exercises any such function, but it places its entire resources unreservedly at the disposal of this borrower for his own ends.

There is a special danger here, due to the changing of the character of economic control. It is a type of danger which differs radically from the old fears about the effects of "trusts," since it presents a totally different and new point of view regarding industrial expansion.

### OUR TRADE WITH THE TURK

AMERICA is spoken of as being a disinterested observer of the Turkish imbroglio because she has no territorial or important trade interests in the Levant. While this is true enough on general principles, and while the Turk is not one of our best customers, we do have business dealings with him. The National City Bank of New York points out in its *Trade Record* that our annual trade with Turkey and the Turkish people amounts to over \$100,000,000 a year. These figures are based partly on American and partly on Turkish official statistics, and can only be given in round numbers owing to the many changes and disturbances which have taken place of late in the old Turkish Empire. The writer for the New York bank points out that:

Considerably more than half of our trade with the Turkish people consisted of imports, for the "trade balance" with that country has always been against us. We buy freely its tobacco, fruits, nuts, wool, mohair, coffee and rugs; and while it wants manufactures in exchange for its raw products it quite naturally finds it more convenient to buy them from near-by Europe, with which it has been accustomed to trade for generations. Yet we do export limited quantities of certain manufactures to Turkey, including cottonseed oil, oleo oil, illuminating oil, cotton cloths, refined sugar, and miscellaneous manufactures. Tobacco is one of the largest of our imports from Turkey, amounting to about 5 million dollars in 1922 from Turkey in Europe, and 8 millions in 1921 from the area then designated as Turkey in Asia. The fruits and nuts from that area are also important, and include figs, dates, and almonds in large quantities.



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### INVESTMENTS AND FINANCE Continued

#### WHAT AND HOW GERMANY HAS PAID TO DATE

A STATEMENT of just what Germany has paid to date in reparations and the medium in which the payments have been made is of peculiar interest just now in view of reparations situation. The London *Stock Exchange Gazette*, using official figures, estimates that Germany had paid up to the end of March 9,511,943,119 marks gold in reparations and restitutions in kind, a sum equivalent to about \$2,800,000,000, at the pre-war rate of exchange. The London authority adds that:

At first sight this sum seems large indeed. However, about three-fourths of the amount mentioned consists of objects of value taken from France and Belgium by the German invaders and returned as restitution to the legitimate owners.

The reparations payments proper come to 1,321,641,102 marks gold, or £66,000,000, according to the following statement:

	Marks
Coal.....	987,619,017
Cattle.....	171,816,756
Dyestuffs.....	49,353,864
Coal by-products.....	21,552,479
Pictures for Belgium.....	12,000,000
Drugs.....	11,558,641
Louvain Library.....	1,052,200
Various.....	66,688,145
Total.....	1,321,641,102

It should be added that the 5,000 locomotives and the 150,000 railway wagons delivered under the Armistice represent 1,100,000,000 marks gold.

#### GETTING AWAY FROM THE HOUSING SHORTAGE

THAT a real housing shortage still exists in 94 out of 146 cities and counties that have been under analysis, is the conclusion reached by the National Association of Real Estate Boards which recently met in New York. An exhaustive survey showed that while there is distinct improvement in the housing situation there is still a scarcity of labor. It was stated that there is no housing shortage at present in New York City and there is a decided over-building of high-class apartment houses. This situation does not as yet, however, seem to have accomplished any great reduction in rents in the metropolis, judging from the figures given in the real estate advertisements. Facts about other cities discovered included in this survey are reported in the *New York Times* as follows:

There is no housing shortage in Boston, and rents on residential and business properties are classed as steady; Charleston has a housing problem, but rents are slightly reduced; Dallas has no housing shortage, and the trend of rents for homes is downward; Harrisburg, Pa., is short of homes, altho building operations have doubled; Marion, Ohio, has no shortage and rents are stationary; Norfolk has favorable conditions, and some reductions in rent are noted; in Pittsburgh conditions are normal and rents steady; Palm Beach has enough houses, but is overbuilding for business purposes, and in Yonkers there is a shortage, with rents holding fast.

## CURRENT EVENTS

## FOREIGN

November 1.—General Francisco Murguia, leader of the latest revolt against President Obregon of Mexico, is captured and executed by a firing-squad.

Stanley Baldwin, the new British Chancellor of the Exchequer, declares that his first duty will be to settle the debt to the United States.

November 2.—All the Christians in Anatolia, estimated at a million and a half, are reported to be emigrating, apparently at the order of the Angora Government.

The quarters of the Communistic organization in Bari, Italy, are sacked and burned by Fascisti.

Eamon de Valera's supporters in the Dail Eireann are reported to have protested to the Vatican against pronouncement by the Irish hierarchy on constitutional and political questions now at issue.

November 3.—The National Assembly of the Turkish Nationalist party, sitting at Angora, ends the rule of the Sultanate, conferring all constitutional powers on the people, and announces that the Caliph is to be chosen by the Assembly from the members of the Osman dynasty.

The Irish irregulars burn business houses and private residences and try to capture military barracks in County Louth.

Baron Romano Avezzano is appointed Italian Ambassador to the United States to succeed Vittorio Rolandi-Ricci, who resigned when the Fascisti obtained power.

The German mark reaches a new low level of 6,600 to the dollar.

November 4.—Ex-Premier Lloyd George appeals for the foundation of a center group in the new British Parliament.

Ernest O'Malley, assistant chief of staff of the Irish Republicans, is slain in attempting to evade capture by National troops, while Eamon de Valera, chief object of their search, escapes.

Kemalist gendarmes cross the neutral boundary in the Chanak zone in Asia Minor, and are requested by the British military authorities to withdraw.

The Sultan of Turkey declines to accept the decision of the National Assembly shearing him of political power.

November 5.—The Turkish National Government seizes control of Constantinople and orders the Allies out, while Turkish troops are reported to be advancing in the Chanak area and other neutral zones. An Allied extraordinary council refuses to evacuate Constantinople.

Ex-Emperor William, of Germany, and Princess Hermine, of Reuss, are married at the House of Doorn, in Holland.

The German Government requests the Allied Reparations Commission for a loan of 500,000,000 marks, to be floated with the active cooperation of the Reichsbank, and for a moratorium until the currency is adjusted.

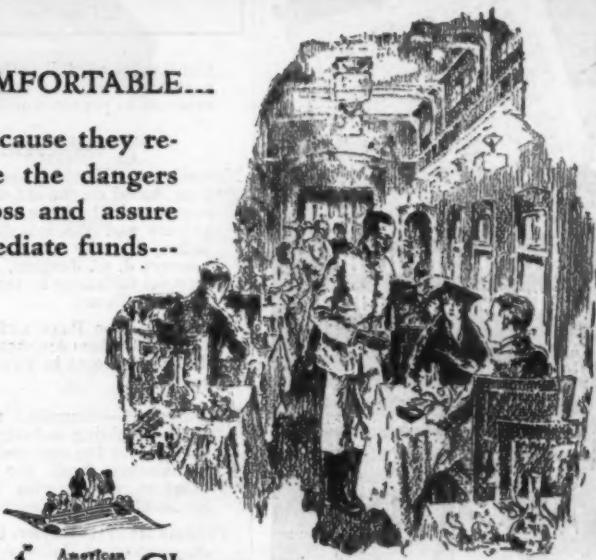
Republican raiders rob and burn the Rotunda Rink post-office in Dublin.

November 6.—The Interallied High Commissioners in Constantinople issue a statement declaring that they will observe all the clauses of the Mudania convention and maintain order in Constantinople.

November 7.—The Allied Governments have given to their Commissioners in

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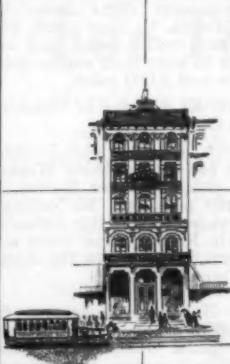
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See page 72.

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## CURRENT EVENTS

Continued

Constantinople full authority to declare a state of siege or to take any other measure to preserve order.

### DOMESTIC

November 1.—Working agreements for one year, based on the old wage, have been negotiated between steamship employers and the longshoremen at the principal ports of the country, announces J. C. Jenkins, Director of Industrial Relations in the United States Shipping Board.

Thomas Nelson Page, author and former United States Ambassador to Italy, dies at his home in Virginia in his 70th year.

November 2.—Complete unionization of the coal-mining industry is urged as a solution for the coal problem, in a communication from the United Mine Workers of America to the United States Coal Commission.

Thomas De Witt Cuyler, Chairman of the Association of Railway Executives and a director in the Pennsylvania and other railroads, dies in his private car in Philadelphia. He was 68 years old.

November 3.—Secretary of the Treasury Mellon announces that the United States public debt is reduced from \$26,596,000,000, the war peak of August 31, 1919, to \$22,812,000,000 on September 30, 1922.

Four men are killed and four are injured in a coal-mine explosion at Throop, near Scranton, Pennsylvania.

November 4.—Lieutenants John A. MacReady and Oakley G. Kelly are forced to land at Indianapolis in their attempted non-stop flight from San Diego, California, to New York, after they had used coffee, soup and condensed milk to keep their engine going, and had covered 2,060 miles.

Tornadoes kill six persons in Oklahoma and two in Colorado.

August Dorchy, deposed Vice-President of District 14, United Mine Workers, convicted with Alexander Howat, deposed district president, for calling a strike in violation of the Industrial Court Act in Kansas, must serve a six months' term in jail, rules the Kansas Supreme Court.

November 5.—Headed by policemen, firemen, councilmen and school directors, several thousand citizens of Olyphant Borough, near Scranton, Pennsylvania, confiscate four cars of coal from the Delaware & Hudson Railroad to supply their churches and schools, which had been without fuel for weeks.

November 6.—Since women have been accorded full equality with men in the commercial and political world, they are no longer entitled to special protection, declares the District of Columbia Court of Appeals in a decision ruling women's minimum wage law of the District of Columbia invalid.

Officials of Olyphant, Pennsylvania, offer to pay for the coal which authorities and citizens of that town confiscated from the Delaware & Hudson Railroad Company cars.

Eighty men are killed in an explosion in the Reilly coal mine at Spangler, Pennsylvania.

November 7.—Returns from the general election show Democratic gains throughout the country.

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Another woman, madam, no more able than yourself, has the good gifts of life fairly thrust into her hands. You have compared yourself to her and questioned what there is in her character and talents that you somehow lack.

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To-day we see Psychology studied by the business man and its principles applied to the management of factory and office. We see men in every profession, as well as those in many lines of industry and business, applying Psychology to their personal occupations, and from the benefits derived from it greatly increasing their incomes, enlarging the scope of their activities, rising to higher positions of responsibility, influence and power.

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Recognizing the need for a popular understanding of its priceless truths, an organization was founded by Mr. Warren Hilton some years ago to coordinate the principles of Psychology and apply them to every-day life—thus the Society of Applied Psychology came into being. Among the members of the Advisory Board, who also contribute to the Society's literature, are such well-known men as Henry A. Buchtel, D.D., LL.D., Chancellor, University of Denver; former Governor of Colorado; Hudson Maxim, D.Sc., Inventor and Mechanical Engineer; George Van Ness Dearborn, M.D., Ph.D., Psychologist and Author; Harry S. Tipper, Chairman, National Educational Committee, Associated Advertising Clubs of the World, and others.

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## THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"L. B. U.," Cleveland, O.—"(1) I have been informed by a Case School graduate that it is just as proper to say 'I will learn you' as it is to say 'I will teach you.' Is this expression considered correct, and is it now being taught in the public schools? (2) Is it proper to say 'I ate my dinner'?"

(1) Dr. Vizetelly in his "Desk-Book of Errors in English" says:—"Learn, teach: Once learn was good English for teach, and signified both the imparting as well as the acquiring of knowledge. Examples of this use may be found in Shakespeare (*Romeo and Juliet*) and the Book of Common Prayer, but general modern usage restricts learn to the acquiring and teach to the imparting of knowledge." (2) The correct pronunciation of the word *ate* is "et" according to the New STANDARD DICTIONARY, the New English (Oxford University) Dictionary, the Century, and Stor-mont. The pronunciation "eight" was that advocated by Noah Webster and Joseph Worcester in the first half of the nineteenth century (1828-1829).

"E. D. P.," Durham, N. C.—"Recently I heard some one use this expression concerning an article of food served for dinner: 'These cabbage are good.' Upon being corrected, he defended his use of the term by saying that a farmer will say of his crop, 'My cabbage are a failure,' and the grocer, upon opening a barrel of cabbage, will say, 'These cabbage are defective.' I contend that both the farmer and the grocer are incorrect as well as the person who used the original expression. Will you please settle the matter for us?"

The correct plural of *cabbage* is *cabbages*. *Cabbage* is not one of the nouns that retain the singular form unchanged in the plural like *deer*, *fish*, and *sheep*. A farmer may say, "My cabbage are a failure," and a grocer, "These cabbage are defective" exactly as many folks who know better say "Yep," "Yah," and "Yis" for YES, but that does not make the use correct. The word *cabbage* dates from the fifteenth century. Its first use in the plural dates from 1440 when the word was spelled *cabaches*. In the "Merry Wives of Windsor" Shakespeare (act 1, sc. 1, line 124) uses "Good worts! good cabbage!" *Heads* of cabbage is an old use, dating from 1620, but here the pluralized "heads" does not call for "cabbages." To-day the tendency of educated persons is to use *cabbages* when the plural is meant, and "heads of cabbage" when quantities are considered, but the farmer and the grocer both would say, "A hundred head of cabbage." As to cabbage served at table the correct form to use is, "This cabbage is good."

"C. W. V.," Norfolk, Va.—"In ordinary business correspondence, when quoting a communication comprising two or more paragraphs, should the quotation-marks be shown at the beginning of each paragraph as well as at the end of the last paragraph, or would it be sufficient and at the same time strictly proper to show quotation-marks only at the beginning of the first paragraph and at the end of the last paragraph of the quoted matter?"

When the matter quoted is composed of successive paragraphs, each paragraph is preceded by quotation-marks, but the closing marks are placed at the end of the last paragraph only.

"H. W. C.," High Hill, Mo.—"The correct pronunciation of the word *cerebrum* is *ser'i-brum*—*e* as in *get*, *i* as in *habit*, *u* as in *but*.

"W. K. T.," Livonia, La.—"Kindly inform me if it is correct for a child to answer an older person as follows: 'Yes, Ma'am' and 'No, Ma'am.' I argue that it is only for servants to answer those above their level and a child should say: 'Yes, Mother,' 'No, Miss Jones,' always calling the name of the person. Am I right?"

In the writer's grandfather's time it was the practise, when addressing one's parents, to use "Sir" and "Madam" or "Ma'am" as a sign of respect. In those days a letter to one's father began "Honored Sir"; to-day it begins "Dear Dad."

The form to which you refer is now generally out of use except among country folks who teach their children to follow the example set them by their parents—that is all.



## Wireless News For Tool Users

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# THE • SPICE • OF • LIFE

**Correct.**—ECONOMICS PROFESSOR—“Name some production in which the supply exceeds the demand.”

**STUDE**—“Trouble.”—*Northwestern Purple Parrot*.

**The Reformer**.—“How many times do I have to tell you, Bobby, that one must keep his eyes closed during prayer?”

“Yes, mamma, how do ya know I don’t?”—*Sun Dodger*.

**Did His Best.**—A Western exchange tells of a speed maniac who ran head-on into a seven-story office building and after regaining consciousness weakly murmured, “I blew my horn.”—*Boston Transcript*.

**An Aid to Appetite.**—“Why don’t you eat your apple, Johnny?”

“I’m waitin’ for Peter. It tastes much better when another feller is lookin’ on.”—*Karikaturen (Christiania)*.

**Not Apropos.**—EMPLOYER—“Why did you take down that ‘DO IT NOW’ sign hanging over your desk?”

**CLERK**.—“I couldn’t stand the way the bill collectors looked at it when I told them to call again to-morrow.”—*London Mail*.

**More Self-Determination.**—A Dutch scientist has discovered the existence in the heavens of a body twenty thousand million times larger than the sun. We understand that it is to be allowed to remain there for the time being.—*Passing Show (London)*.

**Very Much So.**—CUSTOMER (missing his favorite waiter)—“Where’s Jules to-day?”

**WAITER**.—“He’s gone, sir.”

**CUSTOMER**.—“Gone! Do you mean he’s defunct?”

**WAITER**.—“Yes, sir—and with everything ‘e could lay ‘is ‘ands on!”—*London Tit-Bits*.

**Tools of His Trade.**—Tired Tim knocked at the door of a cottage. It was a chilly day and he was very hungry.

The old lady who opened the door was a good sort. She asked him into the kitchen and placed before him a nicely cooked meal and asked him why he did not go to work.

“I would,” replied Tim, “if I had the tools.”

“What sort of tools do you want?” inquired the old lady.

“A knife and fork,” said Tired Tim.—*Judge*.

**Zoological.**—CHIMP (coming from the dressing-room)—“You said you had shown me everything of interest about the University, you deceitful old thing.”

PANZEE (all worried)—“But I did, Duckie.”

CHIMP.—“You didn’t show me the zoo.”

PANZEE.—“There isn’t any zoo, little girl.”

CHIMP.—“You mean old thing, I know there is. I heard Mary just say she saw a dancing Wham that was the Cat’s Klookus and Nell said, ‘That’s nothing; I saw a bird with a pedal potency on him like a centipede.’”—*Virginia Reel*.

**Rare Months.**—The months during which we feel free from income-tax worries are those that have a “q” in their spelling.—*Chicago Journal of Commerce*.

**The Policeman’s New Ally.**—Intoxication seemed to be a lost art, but this was partly due, according to Inspector Zanes, to the fact that a man who drinks nowadays does not go out and shout, but usually falls where he drinks. A man who takes two drinks of what is sold near Times Square and does not fight is said to be a

**Joys of Home.**—“Don’t you ever get homesick?”

“No,” replied Senator Sorghum. “After being heckled a few times by my constituents I’m perfectly satisfied to reside in Washington, D. C.”—*Washington Evening Star*.

**Undeterred.**—JIMMY—“Dearest, I must marry you—”

SHIMMY.—“Have you seen father?”

JIMMY.—“Often, honey, but I love you just the same.”—*Jugger*.

**One Thing Needed.**—“Mama, Tige’s begging. Must I give him a piece of my cookie?”

“Of course you must—”

“Well, I haven’t any cookie!”—*Life*.

**The Proper Word.**—“James, have you whispered to-day without permission?”

“Only *wunst*.”

“Leroy, should James have said *wunst*?”

“No’m, he should have said *twict*.”—*Winnipeg Tribune*.

**Dangerous Suggestion.**—BOY—“Father, do you know that every winter an animal puts on a new fur coat?”

FATHER.—“Hush! Not so loud! Your mother’s in the next room!”—*The Bystander (London)*.

**The Newest Art.**—There is one subject that we think only one of the new mathematical artists can do justice to. Won’t Francis Picabia or somebody do a full-length oil painting of the personal equation?—*Chicago News*.

**Forestalled.**—“Now what shall we name the baby?” asked the professor’s wife.

“Why,” ejaculated the learned man in astonishment, “this species has been named for centuries. This is a primate mammal—‘*homo sapiens*.’”—*The Forecast*.

**Unanswerable.**—It was a court-martial, the prisoner being a rookie who was believed to have committed what was, from a military point of view, a serious offense, altho from his angle merely a perfectly natural act.

“Private Smith,” began the presiding officer, “you are charged with having been asleep on guard. Are you guilty or not guilty?”

“Seuse me, sir,” objected Smith mildly, “but how am I to know—if I was asleep?”—*The Forecast*.

**Preparedness.**—A tall, nervous-looking man rushed into the grocer’s shop in a New York State village.

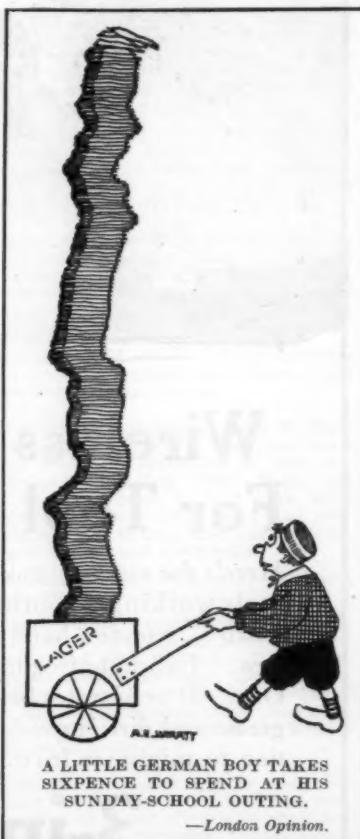
“Sell me all the stale eggs you have,” he demanded.

“Well, I don’t usually sell stale eggs,” said the grocer, “but I could let you have some if you—”

“I must have all you’ve got.”

“I suppose you’re going to see ‘Hamlet’ at the village hall to-night,” said the grocer knowingly.

“Hush!” said the stranger, glancing around nervously. “I am Hamlet.”—*New York Evening Mail*.



A LITTLE GERMAN BOY TAKES SIXPENCE TO SPEND AT HIS SUNDAY-SCHOOL OUTING.

—*London Opinion*.

coward, but those who take two usually take the third, which causes complete anesthesia.

“New whisky is the greatest ally the Police Department has,” said Policeman Gallagher, at Forty-sixth Street and Broadway. “It does most of our work for us. We used to have to subdue the boisterous ones, but the new stuff subdues them automatically before they start getting boisterous.”—*From a report of the Election night crowds in the New York Times*.

**Interested.**—GRAD.—“This university certainly takes an interest in a fellow, doesn’t it?”

TAD.—“How’s that?”

GRAD.—“Well, I read in the graduate magazine that they will be very glad to hear of the death of any of their alumni.”—*Siren*.

# New Tooth Paste Hardens Soft Teeth

— and Counteracts  
Tooth Decay!

"I BRUSH my teeth carefully every day—yet every so often cavities make their appearance. Why is that?"

Every day dentists are asked this seemingly perplexing question. And almost invariably they make the same answer—

"Because your teeth are soft."

Investigation discloses the startling fact that 97 out of every 100 people among civilized races are troubled to some degree with soft teeth! Only three people in every hundred are protected against tooth decay! But among some primitive races such as the Esquimaux, it is estimated that ninety-eight out of every hundred have hard teeth, perfectly free from decay. So, soft teeth can truthfully be called an affliction of civilization.

But what are soft teeth? Why are they soft? Can they be made hard, strong and solid?

Yes—after seven years of scientific research the cause of soft teeth has finally been discovered, and a remarkable new dentifrice has been developed which hardens and solidifies soft teeth by actually calcifying them!

This new tooth paste is known as ACIDENT. So remarkable is its tooth hardening action that if your teeth are sensitive to heat or cold—sweets or acids—you will find that in a few days this sensitiveness will begin to disappear as the teeth become solidified or calcified.

Indeed, actual microphotographs, reproduced here, offer indisputable proof of ACIDENT'S marvelous power to make soft teeth hard and solid, thus to combat effectively tooth decay.

## Why Teeth Are Soft

The teeth, when first cut through the gums, are naturally rather soft and porous. They are not hard and solid, as adults' teeth usually are, but instead contain millions of tiny openings. Even the enamel is surprisingly porous.

In time, however, the teeth should normally become harder, consequently more resistant to decay. This hardening process is brought about by the action of a tooth hardening substance, calcium phosphate, in the saliva, which is deposited in the tiny openings of the teeth, and hardens.

If your teeth remain soft and readily decay it is because your saliva is lacking in the very substance needed to make your teeth hard and solid—calcium phosphate.

Hundreds of chemical experiments by Dr. Russell W. Bunting of the University of Michigan and others, prove that when the saliva is rich in calcium phosphate tooth decay is very rare. On the other hand, when the saliva is deficient in calcium phosphate, tooth decay is extremely common.

During pregnancy and nursing the saliva is particularly low in calcium phosphate. That is why tooth decay is so common during these periods.

## How ACIDENT Solidifies Teeth

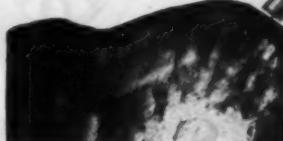


Fig. I. A microphotograph of a cross section of a tooth treated for thirty days with saliva of a person free from tooth decay. The dark area shows the porous structure. It is caused by the absorption of a stain. This porous area absorbs destructive acids just as readily as it does the stain.



Fig. II. Another section of the same tooth treated for thirty days with the saliva of a person free from tooth decay. The light area shows how the saliva has partially solidified the tooth so it does not absorb so much stain.



Fig. III. A third section of the same tooth treated for thirty days with saliva and ACIDENT. Note how tooth has become almost completely solidified, as indicated by white area. This convincingly shows how ACIDENT solidifies the teeth, preventing the penetration of the stain, also of destructive acids.

## Why Soft Teeth Decay Easily

Many of our foods have a tooth softening influence and to counteract this Nature has supplied the saliva with calcium phosphate. But when the saliva is deficient in calcium phosphate it cannot efficiently perform its natural tooth hardening function. As a result the teeth remain soft and porous. Destructive food acids very easily penetrate the porous tooth structure and soon decay sets in. For this reason children's teeth, unless quickly calcified, undergo very rapid decay.

Thus, while our teeth are soft and porous, we can never be wholly free from the danger of tooth decay, no matter how carefully we care for our teeth. Therefore, we should calcify them—before it is too late!



## How Nature Hardens the Teeth

In order to harden or calcify the teeth the saliva must contain a solvent of calcium phosphate, because this substance is insoluble except in acids.

The natural solvent of calcium phosphate in the saliva is carbon dioxide. This is what gives the saliva its acidity, which every dental investigator has observed.

The teeth, being porous, absorb this acid saliva carrying calcium phosphate in solution. The calcium phosphate hardens within the porous spaces and becomes a part of the tooth. The hardening is caused by the evaporation of the solvent (carbon dioxide), or by neutralization when the saliva becomes alkaline, as it normally does following the eating of food.

## How ACIDENT Counteracts Tooth Decay

It required years of research by W. M. Ruthrauff, A.B., A.M., the inventor of ACIDENT, to discover how the saliva hardens the teeth, and to perfect a tooth paste which acts in a similar but more intensive way.

As you brush your teeth with ACIDENT the soluble calcium phosphate penetrates the microscopic openings in the teeth and hardens there. In a remarkably short time the teeth become calcified. Destructive acids are unable to penetrate the hard and solid tooth surfaces, and tooth decay is thus effectively counteracted.

## Note the Rapid Results!

You have always wanted firm, hard, healthy teeth. Here, at last, is your opportunity to have them. Even after the first few days' use of ACIDENT you will notice a difference in your teeth. Calcified teeth acquire a characteristic polish and lustre, which it is impossible to impart to soft "chalky" teeth, until they have been calcified. For your teeth's sake, and for the sake of your children's teeth, introduce ACIDENT into your home today.

## Compelled to Abandon Free Samples

The demand for ACIDENT has broken all records with which we are familiar. Our manufacturing resources are already taxed. ACIDENT is only four and one-half months old, yet it may be purchased in nearly every city and town in the United States. Thousands of dentists are already prescribing it. Most druggists already have it in stock. If yours does not have ACIDENT, send us fifty cents and we will see that you receive a tube promptly without additional cost. If you are not entirely satisfied your money will be refunded.

W. M. RUTHRAUFF CO.

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*f.o.b. Flint, Mich.*

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SUPERIOR Two Passenger Utility Coupé	- - - - -	680
SUPERIOR Four Passenger Sedanette	- - - - -	850
SUPERIOR Five Passenger Sedan	- - - - -	860
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